

# CAR Busters

N°4

6 "Ecos"

18 FF, £2 U.K.,  
6 DM, \$3 U.S.

Early Spring '99

For a world without cars  
Pour un monde sans voitures



## Looking For

# A

Myth vs. Truth  
in a Car-Crazed World

# CAR Busters



## Letters

4 Thoughts from Israel and El Salvador; the Esperanto debate and more.

## Action!

12 Green moles, Trident submarines, 30-metre art pieces and street theatre.

## Skill Sharing

14 The do-it-yourself guide to billboard art, car bouncing and more.

## World News

16 What's happening everywhere from Rome to Beijing and beyond.

## Studies & Reports

26 New highways don't boost the economy; the real cost of petrol...

## Announcements

28 Conferences, action camps, bike tours, days of action and publications.

## Resources

30 Useful (nonconsumerist) products by mail direct from Car Busters.

### Cover:

Produced for Car Busters by Emerald City Communications, Vancouver, Canada.

Assistant Art Director: Raphael.

Emerald City specialises in creating lively visual and verbal communications for alternative transportation, environmental, and cultural projects: tel: +(604)688-4228; <emerald@imag.net>; <www.emeraldcity.bc.ca>.



- 8 Direct Action Gets Imaginative  
Ideas to get your creative juices flowing



- 24 Sex, Lies and Advertising  
Selling myths instead of cars



- 20 Traffic Generation: Build It and They Will Come  
New and wider roads just increase traffic

- 21 Traffic Evaporation: Pedestrianise to Infinity  
Closing roads actually reduces traffic



- 11 "Tell the World That Shell is Killing Us"  
Testimony from Nigeria's Ewelesuo Community

- 19 Road Building Puts Slovakia in Debt to West  
From public transport to road building and back

- 6 Digging the Dirt on Your Favourite Corporations  
Industry Watch is back

- 5 From Flamethrowers to Sick Suburban Dreams  
Car Cult Review is minutes of family entertainment



# Bust-

## Editorial Collective:

Randy Ghent, Fred Rollet,  
Wladimir Quénu, Domenica  
Settle, Bethan Stagg

## Translators:

Juan Bárcena, Pascal Luc-  
cioni, Daniel Sokolov

## Proofreaders:

Krayg, Kay Leeds

## Artists:

Raoul Anvélaout, Ken Avidor,  
David Jeanneret, Andy Singer,  
others

## Directeur de Publication:

(required in France)

Randall H. Ghent

à Please send subscriptions, let-  
ters, artwork, photos, feedback,  
article submissions and your life's  
savings to:

### Car Busters

44 rue Burdeau  
69001 Lyon, France  
tel: +(33) 4 72-00-23-57  
fax: +(33) 4 78-28-57-78  
carbusters@wanadoo.fr  
www.antenna.nl/eyfa/cb

à Issues will now be released before  
the start of each season.  
Submission deadline for the Sum-  
mer issue: April 15

à Reprints welcome with a credit  
to Car Busters.

à U.S. address for subscriptions/  
orders only: see page 31.

Imprimé par Imprimerie des Monts-Lyonnais, Les  
Plaines, 69850 Saint-Martin-en-Haut, France. N° de  
Commission paritaire: 0900 G 78354.  
N° ISSN en cours.

## Introduction

# Myth Versus Truth

the Carbusters Collective

### English

What everyone holds as reality is so strewn with myths that it might as well be the Bible. (No offense, Christians.) But Car Busters holds the divine truth. Okay, maybe not. We're not God but we've got some pretty conclusive evidence that a lot of what the car lobby would have us believe is closer to myth. Like some kind of new religion, the car lobby presents an escapism of shiny cars, sex appeal, wild and open roads, with no regard to truth.

Car advertisers would have us believe that salvation from our drab day-to-day lives lies in a gleaming new car. It will bring women running, give you instant sex appeal, dazzle your friends, arm you with unknown powers, and make you "rise above the opposition." Or so the myth goes (debunked on page 24).

Newspapers, planners and governments would have us believe that building new roads, adding more lanes and tacking on bypasses will save us from a congested hell. Myth meets reality in examples from across Europe which prove the opposite (page 20). People have even come to believe that road building is good for the economy (see Studies & Reports).

In this issue Car Busters sets out to tickle and trigger that often-underused corner of our minds labelled "Question."

### Deutsch

Was jeder für die Realität hält ist so versetzt mit Mythen wie die Bibel (soll kein Angriff auf Christen sein). Aber Car Busters hat die reine Wahrheit. Naja, vielleicht nicht.

Wir sind nicht Gott, haben aber sehr schlüssige Beweise, daß vieles, was uns die Autolobby glauben machen will Mythen sind.

Ein glänzendes neues Auto wird Dir helfen, einen Partner zu finden, oder Macht und Prestige zu erlangen (entlarvt auf Seite 24). Zeitungen, Planer und Regierungen wiederholen ständig, daß diese oder jene neue Straße oder Straßenerweiterung Staus verringern wird (entlarvt auf Seite 20). Man hat sogar begonnen, zu glauben, daß Straßenbau gut für die Wirtschaft ist (siehe Studien & Berichte).

In dieser Ausgabe versucht Car Busters die oft unterbeschäftigte Ecke Deines Hirns mit der Bezeichnung "Frage" herauszufordern und in Gang zu setzen.

### Español

Lo que todo el mundo acepta como verdadero está tan salpicado de mitos que podría muy bien tratarse de la Biblia (que no se ofendan los cristianos). Pero Car Busters sí posee la verdad. Bueno, a lo mejor no.

En serio, no somos Dios pero tenemos evidencias bastante concluyentes de que lo que nos pretende hacer creer todo el entramado de la industria del automóvil se parece bastante a un mito.

Un coche nuevo reluciente te ayudará a atraer pareja o a adquirir poder y prestigio social (desmontado en la página 24). Los periódicos, técnicos y gobernantes constantemente repiten que tal o cual nueva carretera o ampliación de carriles reducirá la congestión del tráfico (desmontado en la página 20). La gente incluso ha llegado a creer que la construcción de carreteras es buena para la economía (ver la sección de estudios y reportajes: "Studies & Reports").

En este número, Car Busters se propone provocar ese rincón de tu mente normalmente infrautilizado denominado "Cuestionamiento".

### Français

Ce qu'on veut nous faire prendre pour la réalité est aussi bourré de mythes que la Bible (rien contre les Chrétiens !). Mais Car Busters possède la vérité révélée ; bon, OK, peut-être pas...

Nous ne sommes pas Dieu le père, mais nous avons des arguments assez convaincants pour dire que beaucoup de ce que le lobby de la voiture veut nous faire croire est du domaine du mythe.

Nouvelle religion, le lobby de la voiture nous offre tout un paradis illusoire de voitures brillantes, d'érotisme facile, de grandes routes sauvages. Une belle voiture vous donnera aussitôt un charme fou, éblouira vos amis, vous donnera des pouvoirs insoupçonnés, et vous permettra de vous élever au-dessus de l'adversité (voir p. 24).

Journaux, techniciens et gouvernements répètent à l'envi que telle ou telle nouvelle route, tel élargissement réduira l'encombrement du réseau (voir p. 20). Il y même des gens qui en sont venus à dire que faire des routes favorisait l'économie (voir la partie Etudes).

Dans ce numéro, Car Busters a voulu chatouiller et titiller ce petit coin souvent trop peu utilisé de notre cerveau, qu'on appelle "question".

### Paper:

It's been 100% recycled Cyclus paper from the first issue.

### Notice:

Articles in this magazine do not necessarily reflect the opinion of Car Busters or its editors.

### Mission:

Car Busters, a project of European Youth for Action, aims to build and maintain the international anti-car movement. The magazine is published quarterly to facilitate exchange and cooperation among activists and campaigners, inspire new activists and change the world.



*Feeling alone with your opinion? Tired of reading things written by other people? Send a letter under 300 words to Car Busters, and we might just inflict it on all our readers.*

### International Car-Free Day

Happy New Year to all campaigning for liberation from car culture/domination/death and destruction/waste and blight... I'm coordinating the June 8 U.K. Car-Free Day for the Environmental Transport Association, and have been contacted by organisers in France, the Netherlands and the U.S., all interested in coordinating our action on a global scale. This could be big...with your help. So spread the word.

Richard Evans  
ETA Trust, England  
<Pascale@compuserve.com>  
tel/fax: +(44) 181-946-0912

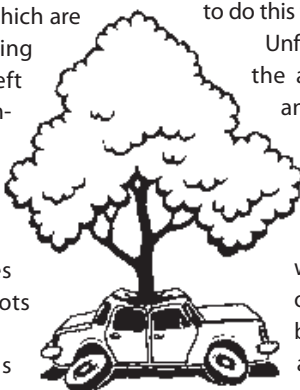
### El Salvador and the Worst of the West

You've begun a cultural crusade with decades of individualist, modern capitalist values to confront.

Living in El Salvador, it is disconcerting to see societies which are supposedly developing but in fact being left behind, embrace consumer culture. Before the worker competed with peers to pick bananas, now the worker competes with peers and robots to build cars.

The problem as relevant to car-busting is that Latin America is assimilating the worst of the first world, such as veneration of consumer goods, but not those progressive ideals, like democracy and wealth distribution—not just Ford's pragmatic generosity but also labor unions, etc.—which made consumer society possible and which also allow us to go beyond a mere consumer society.

Andres Roberto Centeno  
El Salvador



### "Celebrate" Car Culture

On August 2, 1905, Ford Motor Company released its first car from the mass-production line, with the vision of a car for every worker.

Thus a national memorial day for the victims of the car culture is being planned in Israel for August 2 to "celebrate" the "benefits" of this machine. How about making it international?

Rony  
Green Action, Israel  
<greenman@shani.net>  
tel/fax: +(972) 3-516-2349

### Car as Flowerpot?

Does anyone know the best way to get rid of a car? I don't need mine any more. Obviously the most fulfilling way would be to burn it, with perhaps a little ceremony. People could even get together as a community and burn the cars of neighbours who had not thought to do this for themselves.

Unfortunately, this would pollute the air with nasty black smoke and leave a black spot full of burned metal and scorched plastic in my garden. I have thought of taking it to a scrap yard, but I think they would probably use it to repair other cars, and the rest would be left around or landfilled, and not recycled at all.

I would like to do as much of it as possible myself to mark the end of my car-dependency. I have heard of cases in America of old cars being buried and used as septic tanks, but my city neighbours would object. So my best solution is to strip out most of the inside and use it as a large flowerpot. Can any parts be composted? If we want to get rid of car culture, we will also need to get rid of the cars...

Former car addict  
Leeds, England

### Captives of the English Language

When we use computers, go to international meetings, look for scientific information, hear music on the radio and read Car Busters, we are facing the fact that the English language is everywhere! It has become the international language, the main way to communicate with foreigners. This draws two heavy consequences:

- the cultural domination over the world by English-speaking countries, especially the USA
- the domination of English-speaking natives over other people during international conversations in English

As a result, English natives and people who use English a lot, like Dutch people, dominate the international ecologist movement. This is why they don't like Esperanto. The powers that be don't like their power questioned.

What surprises me most is that the EYFA network and Car Busters usually have a global view of the problems of our times: standing against McDonald's and TV (cover of Car Busters #2), against multinationals and corporate domination (issue #3, page 24), against cigarettes (issue #3, page 14). Which means that Car Busters and the anti-car movement take into account the other fights against domination. But American imperialism isn't materialised only by McDonald's, Bill Gates and Coca Cola—it's by the use of English as the international language, too.

It was said in issue #3 that a decision was taken to remove Esperanto from the magazine, but who took the decision, and why, we don't know.

Olivier Large

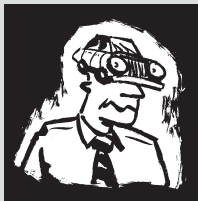
Lyon, France (edited for space)

[Ed. response: We agree there's a problem, but are caught between the idealism of limiting English and the practicality of it being the most internationally understood language in Europe. We have now dropped the Russian too, so we can put in longer translations in three languages, making the magazine more useful for many non-English speakers. The original decision was taken 15 to 1 at the Ecotopia gathering in a workshop with a majority of Eastern Europeans. We're not all convinced Esperanto is the solution, but we're happy to keep receiving your suggestions (and criticisms) on what it might be.]



"I'm passionate about the environment and the auto industry. I believe the two are compatible."

- Bill Ford, Jr., Environmental and Public Policy Committee, Ford Motor Company



# CAR CULT REVIEW



photo: from the book Autogeddon, Heathcote Williams, 1991

## Dead Driver Wins Darwin Award

The Arizona Highway Patrol came upon a pile of smouldering metal embedded in the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an airplane crash, but it was a car.

It turns out some guy had gotten hold of a JATO unit (Jet Assisted Take Off—actually a solid fuel rocket) that is used to give heavy military transport planes an extra "push" for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. (Not long enough.) Then he attached the JATO unit to his car, jumped in, got up some speed and fired off the rocket.

The car remained on the highway for about 4 km (15 to 20 seconds) before the driver applied and completely melted the brakes, blowing the tyres and leaving thick rubber marks on the road surface. He then became airborne for an additional 2.3 km and hit the cliff at a height of 43 metres, leaving a crater one metre deep in the rock.

Most of the driver's remains were not recoverable; however, small fragments of bone, teeth and hair were extracted from the crater, and fingernail and bone charids were removed from a piece of debris believed to be a portion of the steering wheel.

The man won this year's Darwin Award—an annual honor given to the person who did the gene pool the biggest service by killing himself in the most extraordinarily stupid way. n

- SCCA Dumb and Dumber File

## Flame Thrower Now an Option on South African Cars

Just when you thought it couldn't get any worse on the streets... Imagine what the yahoos who hurl eggs, veer, swerve and shout, and wave guns at cyclists will do with these...

Crime-obsessed South Africans have a powerful new weapon with which to stop likely criminals: the car flamethrower.

Casting a fireball the height of a person, reportedly with no damage to the paint, the Blaster has been placed on 25 South African vehicles since its November introduction. At 3,900 rand (US\$655), it offers a cheap, dramatic defense against "carjackers."

It has yet to be deemed illegal. South African courts allow killing if convinced that it's in self-defense. The Blaster squirts liquefied gas from a bottle in the automobile's boot through two nozzles, located under the front doors. The gas is then ignited by an electric spark, with fiery consequences.

Both sides flame at the same time, regardless of whether the attack is coming from just one side of the vehicle, or whether passersby are on the other side. But the breadth and depth of blast can be modified according to individual preference.

"My personal feeling is that it would definitely blind a person," said Blaster inventor Charl Fourie, 33, disputing concerns that the flamethrower could burn someone to death. "A person is not going to stand there while you roast him."

The first buyer, Police Superintendent David Walkley of Johannesburg's crime intelligence unit, said

"Yes, there are certain risks in using it, but there are also risks in not having anything at all." n

- CNN

## The Myth of the Centaur

"The American mass-transportation system—the auto-highway complex—has made real the ancient dream of personal mobility that was reflected in the myth of the centaur, giving every man the liberty of movement once afforded only the rich, and permitting the masses a quality of life previously inconceivable. We must not let it be destroyed by the machinations of the new plutocrats and demagogues... Almost all public literature produced in the United States during the last twenty years has been hostile to the automobile... Fashion is one important element contributing to anti-automobile sentiments." n

- B. Bruce-Briggs in "The War Against the Automobile: A Brilliant and Provocative Defense of the Automobile and Highway System in America," 1977

## Words of Wisdom from General Motors

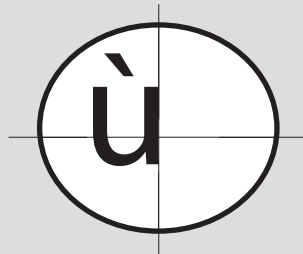
"It took an explosion to get Bill Jr. out into the wide-open spaces of the suburbs—not a literal explosion but one that shows up on the maps of our cities.

"A few decades ago, our cities and towns were largely concentrated clots in which kids like Bill, and their families, huddled close to factories or business districts. But men of General Motors and other companies thought they had something in the automobile. They wanted to produce more and sell more...

"As cars grew better and more useful, cities and towns changed. They exploded into the countryside, spreading real estate developments, suburbs and smart new neighborhoods all over the map. And so Bill Jr. is gaily growing up where boys can be boys and the breathing's good—where he has a better chance at health and happiness." n

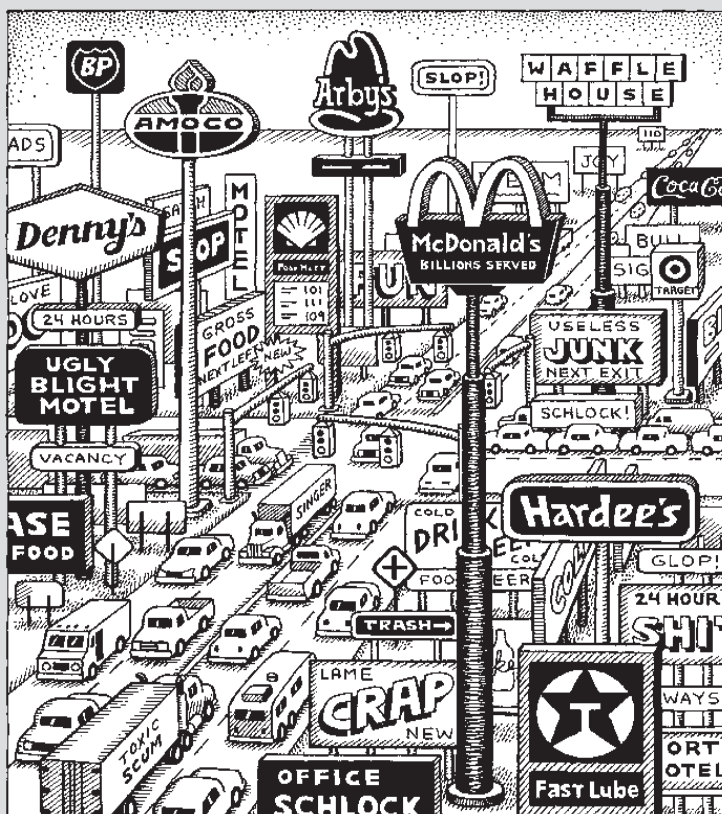
- General Motors advertisement in Life magazine, 1948





# Industry Watch

Digging the dirt on your favourite corporations.



## Big Oil

A California environmental group, Communities for a Better Environment, filed a suit January 19 against more than a dozen major oil companies, charging them with allowing dangerous chemicals to contaminate the water supply.

The suit charges that the companies leaked chemicals such as toluene and benzene into the water supply from underground storage tanks as well as from refineries and petrol stations.

The group alleged the oil companies violated Proposition 65, a safe drinking water measure California voters passed in 1986, by leaving more than 3,500 leaky storage tanks unrepaired. Defendants include Unocal, Texaco, ARCO, Exxon, Shell, Mobil and BP Oil.

"The defendants knew or should know that their activities are destroying this state's water supply as well as threatening the health of California citizens who are dependent, or in the future may become dependent, upon groundwater," said the lawsuit.

Environmental activists say there are now more than 10,000 sites around California where drinking water sources have been contaminated by the petroleum industry. Denny Larson of Communities for a Better Environment claims this case "will send a strong message to all polluters in the only language that they understand."

- Reuters

## European Union Deal

An October 6 agreement between the European Union and European car makers to improve the fuel consumption of new cars by 25 percent by 2008 is no solution to air pollution and traffic problems, campaigners claim.

Friends of the Earth U.K. suggested the agreement should have included higher fuel taxes to encourage motorists to buy the more efficient cars that the industry is now committed to selling.

But buying such new, more efficient cars would actually cause more pollution than leaving older cars on the road—because the driving stage of a car's life cycle produces on average only 40 percent of a car's air pollution.\* Other life stages (totalling 60 percent of a car's pollution) include the extraction of raw materials, transporting them, producing the car and disposing of it.

Thus to minimise pollution it makes sense to keep older cars on the road as long as possible and decrease the numbers of cars on the road rather than fulfilling industry's wish of making new cars.

"Traffic reduction policies are needed to ensure that better fuel consumption leads to cuts in emissions, not simply more traffic growth," added Friends of the Earth's senior transport campaigner, Roger Higman.

He argues that even if the fuel consumption of new cars does fall by 25 percent, the average consumption of the fleet will only fall by half that amount—because drivers saving fuel drive more (and thus generate traffic). Measures to reduce car use will therefore be necessary if motorists are to play their part in meeting the U.K. government's commitment to cut CO<sub>2</sub> emissions 20 percent by 2010 and the E.U.'s Kyoto commitment to cut greenhouse gases 8 percent by 2008 to 2012. n

\* Cradle to the Grave. Umwelt und Prognose-Institut Heidelberg. (Handshuhscheimer Landstr. 118a, D-69121 Heidelberg; tel/fax: +(49) 6221-47-35-00.)





## Chevron Caught Lying About

"Chevron wants to turn this place into another Ogoni land... We are fast becoming an extinct people as a result of the danger from Chevron's activities here." - Esan Malumi, community member, Ilaje, Nigeria

Chevron, one of the world's largest oil companies, has offered two contradictory stories in response to allegations in connection with a late-May raid against peaceful protestors in Nigeria (see Car Busters #3).

Chevron spokesperson Shola Omole acknowledged in an interview with Pacifica Radio (aired nationally in the U.S. on November 28) that the company transported Nigerian soldiers to its Parabe oil platform on May 28. Omole said Chevron's management authorised the call for the military to come in, that the Nigerian Mobile Police and Navy were brought in using Chevron's helicopters, and that the protestors were unarmed.

But Chevron's "Statement Regarding Seizure of Nigerian Parabe Offshore Platform" (available on the company's web site: <[www.chevron.com/new/index.html](http://www.chevron.com/new/index.html)>) offers an entirely different story. It says the protestors were "armed with machetes, knives and clubs." It says the company's employees were taken hostage and held ransom, and that "despite reaching several agreements, the group repeatedly reneged on its pledges to free the hostages and abandon the platform."

While eye-witness accounts state the helicopters started shooting wildly before they even landed, according to the Chevron statement "when they arrived on the platform, the law officers announced their intention to evacuate the platform without arresting anyone."

The May raid has received considerable attention, yet it seems it is only one of a number. The Environmental Rights Action field report of January 8 states that Chevron also launched an attack on the Opia and Ikiyan communities last July 4, resulting in the deaths of a number of villagers, including an old woman.

Then on January 4, according to the field report, community requests to Chevron for facilities for the Opia village were followed by an attack. Soldiers, in Chevron helicopters and boats, shot at villagers and set Opia on fire. They then moved to the Ikiyan village, where a youth was killed while attempting to inquire about what was happening. A traditional leader was shot, too, at point-blank range. The village of Ikiyan was also burned.

Some of those who fled were yet to be accounted for when the report was filed, and the villages had been deserted, with most people taking refuge in surrounding villages.

"Nobody knows where the directives to shoot and raze down the two villages came from," stated the field report. "But one thing is certain: the soldiers came with Chevron helicopters and Chevron boats." n

"Reducing costs remains a major part of our strategy. Since 1991, we've cut annual operating expenses about \$1.8 billion."

- Chevron CEO Kenneth T. Derr  
(letter to stockholders, February 20, '98)

"This [Chevron] oil spill has murdered all my livestock..."

I don't know how I'm going to survive now...

I'm going to die now."

- Stella Omoetan, Ilaje, Nigeria  
(interview, late summer '98)

## One World,

What with Shell merging with Texaco, British Petroleum merging with Amoco, Total merging with Petrofina, and Exxon merging with Mobil, one might wonder if there will one day be just one oil corporation from which to fill the planet's petrol tanks. One might wonder just how much cuddlier and cosier the world would be, with all traces of competition behind us, with the world's companies having all merged into one giant, global conglomerate. Perhaps then we'd have total harmony and peace—that quaint "one world, one people" idea that keeps popping up in reggae songs. If everyone in the world had the same boss, just imagine the possibilities...

Seriously, to get the factual content out of the way, BP and Amoco are completing their merger at press time, creating the world's third largest oil company, worth US\$107.6 billion (1997 figure). But coming in second at US\$173.4 billion (1997) will be Shell-Texaco, the two companies having announced their planned merger November 30. Topping the charts at US\$238 billion (1998) will be Exxon-Mobil, passing Royal Dutch Shell to become the world's largest corporation. Speaking of which, the world will celebrate the 10th anniversary of the Exxon Valdez oil spill on March 10. See Day of Action announcement, page 28. n

Ideas to get your creative juices flowing

# Direct Action Gets Imaginative

Newsflash: Activists held a Critical Mass bike ride last Friday, as they do every month, and were swamped by journalists wanting to get in a story about it (as happens every month). Hasn't happened in your city? Not suffering from an overly enthusiastic public—or even an overly enthusiastic group of participants? Perhaps it's time for something new...

Direct action doesn't have to be just about blockading or marching down the street chanting. Or even just about Critical Mass and Reclaim the Streets. Imagination can be the antidote to boring predictability, and can keep your targets on their toes, or at least thinking "huh?"

To get your creative juices flowing, here's a few ideas.

## Looking Car-Like

As in most cities, lack of bicycle infrastructure is a problem in Berkeley, California. A big problem. And like most cities, the city council won't listen or only pretends to. So a group of cyclists thought they would wake up the council and make it see.

Expanding on Montreal's idea of "space frames" and Dijon's idea of cardboard cars, they're building "bicycle-cars"—bicycles with large PVC structures built around them so they look like cars. And behave like cars. The group threatens to go on



*Melbourne's instant pedestrian crossing.*

the road with 10 of them for at least a month, taking up a lane of traffic, parking in car spaces and making bike issues visible. There's even talk of building enough of them to create a traffic jam. After all, bicyclists don't block traffic, they are traffic.

Drivers will suddenly be faced with the shocking reality that cyclists exist, have a right to the road, and take up a lot less space (normally, without the frames) than those on four wheels.

## Life in the Fast Lane

Michael Hartmann, famous for "car walking" in Germany, founded a new tactic last year. He would walk out into the middle of an intersection, nail together a few boards, and start building a hut to protest the space taken up

by cars and attempt to solve his own homelessness problem.

A couple of times he got the hut built; a couple of times he was stopped by a hoard of police officers. But the idea was launched in the minds of waiting motorists and other activists.

"The best way to do this kind of action is with a group of, say,





four builders and a group of activists blocking the traffic and protecting the house,” says Pim van Gaalen of Amsterdam.

Other ideas include building the hut beforehand and nailing it together on site. It hasn’t been tried, yet.

Maybe next time a road widening in your town takes out a row of houses, a village of the homeless could appear within minutes in the middle of the road...

## Breakfast Power!

The notion of community tends to get lost as cities move from public and pedestrian transport to the isolation of single-passenger cars, as local streets become too dangerous to easily cross to chat with the neighbours. What better way to deal with it than to sit down the neighbourhood for a meal?

Activists in Dijon, France, recently organised a community meal—in the street. They pasted up posters and distributed leaflets through the neighbourhood. The street was blocked, people brought along food...and even talked to each other.

The group Mobil Ohne Auto (Mobile Without Cars) in Münster, Germany, has put together several “breakfast actions,” cordoning off a roadside parking space for a communal breakfast.

“We’re taking back our living space,” said one breakfaster. “There’s enough parking space, but too little space for people in this town.”

## Crossing Like a Zebra

In the centre of Melbourne, Australia, cars are outnumbered by pedestrians trying to push their way through the crowds and the traffic to get from office to cafe or shop to shop. So activists began to wonder why the cars always get the right of way—aside from the fact that cars are *obviously* more important than human beings.

To highlight pedestrian issues and make some people realise pedestrian issues exist in the first place, Streets for People organised a pedestrian-crossing action. Participants dressed in solid black or white, marched into the middle of the road, and laid down. Voilà, a human zebra-crossing. Or a zebra human-crossing. A traffic guard’s costume and stop

sign borrowed from the city council kept the cars obediently waiting, while activists passed out leaflets and pedestrians miraculously found they could cross the road without waiting for endless traffic. The small-scale action didn’t cause a revolution—but it was positive, fun and visual. It was repeated in front of Melbourne University’s main pedestrian entrance and got a photo in the city’s daily newspaper, leading to an official

which recently joined in on the act, opted for tofu).

While the idea is undeniably silly, it has had surprising success, not only in humiliating the victims and giving the piers a certain sense of satisfaction, but also in attracting media attention and adding some vaudvillian comedy to life.

As Godin points out, “the victim is only injured in his self-esteem.”

## Pulling Strings



inquiry about the intersection, which is likely to change priority from cars to pedestrians.

## It’s a Good Day to Pie

“Comical terrorism” is how Noel Godin describes the tactics of his Patisserie Brigade Internationale, whose members spend their time throwing cream pies in the faces of government leaders and heads of corporations responsible for environmental and social crimes.

The brigade, based in Belgium, has been pieing people since 1969, and now has counterparts in the United States and Britain.

Successful pieing relies on solid information on the whereabouts of the intended victim, the ability to blend into a crowd, being able to get into close range, and good aim.

Beyond that all you need is a large cream pie (although People for the Ethical Treatment of Animals,

The November international Climate Meeting in Buenos Aires was a bit of a non-event for environmentalists, journalists, human beings and even some politicians, who wanted real decisions, as opposed to decisions to make decisions later.

But the journalists at least got a bit of entertainment, when a Transnational Resource and Action Centre representative highlighted the U.S.’s reluctance to allow any decisions to be made which could threaten the oil industry, with the aid of a bit of theatre.

The representative, Kenny Bruno, dressed in stars and stripes and sang the praises of the oil industry, all the while hooked up like a marionette with the “Exxon Tiger” pulling the strings.

Oil industry reps weren’t impressed, despite being somewhat jealous of the tiger suit. n

Have any other exciting action ideas, tried or untried? Send them to Car Busters to inspire the world.

TRADUCCIÓN

TRADUCTION

Early Spring 1999 Car Busters

TRADUCCIÓN

TRADUCTION

TRADUCCIÓN

TRADUCTION

TRADUCCIÓN

TRADUCTION

# TRANSLATION

ÜBERSETZUNG

ÜBERSETZUNG

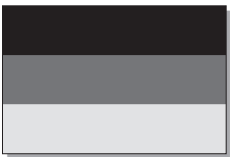
ÜBERSETZUNG

ÜBERSETZUNG



n On a l'impression que les Masses Critiques en vélo, les fêtes de reprise de rue et les occupations sont l'alpha et l'oméga de l'action en matière de transport. Mais il y a beaucoup d'autres idées d'actions qui attendent d'être mises en oeuvre ; cela permettrait de rendre les campagnes locales plus imaginatives et moins prévisibles, cela permettrait d'éviter l'érosion de l'enthousiasme et du militantisme. Lorsqu'on adopte une nouvelle tactique plus en prise avec la situation locale, le public et les médias s'intéressent à ce que l'on dit - ou en tout cas on peut avoir sa photo dans le journal ! Pour attirer l'attention sur l'emprise de la voiture sur l'espace public, et sur le manque d'hébergement pour les sans-abri, Michael Hartmann, de Munich, a placé à plusieurs reprises une hutte portable au milieu d'un grand carrefour. Les activistes danois, norvégiens et anglais ont utilisé de tels carrefours pour jouer au foot ; au lieu de regarder le foot devenir une vaste entreprise financière, on redonne le jeu, et l'espace, à la communauté. En Australie, les activistes ont installé

leurs propres passages piéton, avec des volontaires habillés alternativement en noir et en blanc couchés sur la chaussée, pour rappeler aux passants les règles de priorité lors de la traversée d'une rue. La Pâtisserie Brigade internationale et son équivalent américain, le "Biotic Baking Brigade", ont allié humour, insulte et appel aux médias en lançant des tartes à la crème (ou éventuellement du tofu) au visage des leaders gouvernementaux ou des entreprises responsables de crimes sociaux ou environnementaux. Pendant ce temps, à Berkeley (Californie), des cyclistes prévoient de se comporter comme des voitures pendant un mois, avec tout ce qu'il faut comme carrosserie en plastique autour du vélo pour ressembler à des voitures ; ils forceront ainsi les automobilistes et le gouvernement à réfléchir aux droits des cyclistes et aux problèmes d'espace urbains. A Dijon, des repas de quartier ont été organisés dans les rues pour faire face au problème du manque d'espace et de convivialité. Le nombre des actions possibles est infini. Si nous voulons mettre les gouvernements, les citoyens et les industries sous pression, il faut qu'on se mette à réfléchir. N'hésitez pas à



n Verkehrsaktionen scheinen durch Demonstrationen, Reclaim the Street Parties, Blockaden und Besetzungen definiert und auf diese beschränkt zu sein. Aber es gibt eine Menge weiterer Aktions-Ideen, die nur darauf warten, umgesetzt zu werden, um lokale Kampagnen besser vorstellbar und weniger vorhersagbar zu machen, was Aktivisten bei der Stange und motiviert hält. Neue Taktiken auf Deine lokale Situation anzuwenden kann die Öffentlichkeit und die Medien an Deinen Anliegen interessiert halten oder zumindest Dein Foto in die Zeitung bringen.

Um Aufmerksamkeit auf den Platzverbrauch durch Autos und das Fehlen von Obdachlosenunterkünften zu lenken, stellte Michael Hartmann aus München mehrmals eine tragbare Hütte in der Mitte vielbefahrener Kreuzungen auf. Dänische, norwegische und englische Aktivisten haben solche Kreuzungen für Fußballspiele benutzt und so den Platz wie auch das Spiel der Allgemeinheit zurückzugeben. In Australien haben Aktivisten ihre eigenen symbolischen Fußgänger-Schutzwege erfunden, indem sie sich (abwechselnd in Schwarz und Weiß gekleidet) auf die Straße gelegt und Vorbeikommende darauf

aufmerksam gemacht haben, wer Vorrang hat. Die "Pâtisserie Brigade Internationale" und deren US-Pendant "The Biotic Baking Brigade" haben Komödie, Demütigung und Medienattraktivität kombiniert, indem sie Cremetorten (oder manchmal Tofu) in das Gesicht von Regierungsführern und Firmenbossen, die für Umwelt- und Sozialverbrechen verantwortlich waren, geworfen haben. Aktivisten in Berkeley planen, sich für ein Monat wie Autos zu benehmen – komplett mit Plastik-Gebilden, die sie wie Autos aussehen lassen, auf den Fahrrädern montiert – was die Autofahrer und die Regierung dazu zwingt, über die Anliegen und den Platzbedarf von Fahrradfahrern nachzudenken. In Dijon in Frankreich wurden die Probleme des mangelnden öffentlichen Raumes und fehlender Begegnungsräume mit öffentlichen Gemeinschaftssessen auf den Straßen angegangen.

Die Anzahl möglicher kreativer Aktionen ist unendlich groß. Falls wir Regierungen, Bürger und Industrien auf Trab halten wollen, müssen wir zu Denken beginnen. Sende Ideen zu Aktionen (ausprobiert oder nicht) an *Car Busters*, damit wir sie in späteren Ausgaben abdrucken



n Las acciones en torno al tema del transporte parecen estar limitadas a "bicifestaciones", fiestas de ocupación del espacio público tipo "Reclaim the Streets" o bloqueo del tráfico. Pero hay disponibles un montón de ideas para montar acciones que permitan hacer las campañas locales más imaginativas y menos predecibles, manteniendo a los activistas involucrados y con entusiasmo. Adaptar nuevas tácticas a la situación local puede ayudar a mantener el interés de la opinión pública y la prensa en los temas que se esté trabajando, o por lo menos conseguir sacar la foto en los periódicos.

Para llamar la atención sobre la gran cantidad de espacio público destinado al coche y la escasez de equipamientos para personas sin vivienda, Michael Hartmann de Munich plantó una tienda de campaña varias veces en mitad de cruces de avenidas con gran circulación. Activistas daneses, noruegos e ingleses han empleado estos mismos cruces de carreteras para jugar al fútbol. De este modo, en lugar de observar como se convierte en un espectáculo de masas y una

máquina de hacer dinero, han reivindicado dicho juego, y el espacio, para la gente. En Australia los activistas han creado sus propios pasos de cebra, con participantes vestidos de blanco o negro tumbados en el suelo alertando a peatones y conductores de quién tiene la preferencia. La "Brigada Internacional Pastelera" y su contraparte en EE.UU la "Brigada de Cocina Biótica" han combinado la comedia, humillación y reclamo para la prensa por la vía de lanzar tartas a la cara de gobernantes o directivos de compañías responsables de crímenes ambientales y sociales. Mientras tanto en Berkeley, EE.UU, los ciclistas planean comportarse como si fueran coches durante un mes, empleando estructuras de plástico alrededor de sus bicis para ocupar lo mismo que un coche. De este modo pretender llamar la atención de conductores y gobernantes sobre los derechos de los ciclistas y promover el debate sobre el empleo del espacio público. En Dijon, Francia, se ha hecho frente a los problemas de falta de espacio público e interacción social mediante al organización de comidas comunales en las calles.

El número de acciones creativas posibles es infinito. Si queremos mantener en vilo a gobernantes, empresas y ciudadanos hay que



## Please Tell the World

# "Shell is Killing Us"

Ewelesuo villagers were invited to a meeting at Shell's Nigerian headquarters to address their grievances with the company. But what they experienced there they never would have imagined. Community member Enere John gives her eye-witness account.

**W**e have suffered a lot in the hands of Shell. Last month, there was thick smoke from their flow station [Nembe Creek 3] that covered our town, river and forest for a long time. Our fishes died and people were getting sick all the time. Two people even died because of the thick smoke. But Shell refused to do anything for the town. Even oil spills occur all the time but Shell does not care for us at all.

Shell invited us to a meeting with them on August 12, 1998. There we tabled our problems to them and they promised to look into our demands. They asked us to come back again for further discussions.

Two weeks ago [about Sept. 1], we delegated 10 people to come and continue the dialogue with Shell but Shell refused to even discuss with them. So when Shell said that we should come for this discussion [Sept. 14] we did not send only 10 delegates but many of us came so Shell would know we are serious...

It was a fruitful meeting where Shell promised to do serious things for us and we signed agreements after the meeting...

We spent a lot of money paying transport from Ewelesuo to Port Harcourt. So we requested for transport fare back home. After some arguments, Brown approved N30,000 or about US\$350 for our transport. We were asked to delegate three people to go and collect the money, which we did.

The three people came back and informed us that they were asked to sign for N15,000 instead of N30,000 approved by Brown... We sent the three persons to go back and present our case. Now the Shell officers came back and argued with us to take N15,000.

While we were there they brought in police dogs—four giant police dogs to harass us. Some of our boys picked up planks to defend themselves in case the dogs were let loose on us.

The next thing that happened was that we started hearing the siren of the wicked Operation Flush [combined team of police, navy, airforce and army]. Their vehicles came close to where we were waiting and started shooting into the air, shooting tear-gas at us. The Operation Flush men rushed at us and started beating all of us with "Koboko" [horse

whips], hitting us with the butts of their guns, kicking us with their boots. We all started running for our dear lives. In the bid to escape, two of the youths passed through glass windows that wounded them.

They succeeded in really brutalising us and got about 40 of us arrested. The beating was so serious that most of us sustained serious injuries. My leg was fractured in the process.

After arresting us, the Operation Flush brought us to the Mini-Okoro Police Station here on that same day [Sept. 14] where the Mobile Police administered further beating. No food was given to us. Because of my broken leg and for the fact that I am a woman, I was kept behind the counter.

Most of us are sick, Stanley Taria cannot even stand up. It is this afternoon [Sept. 15] that Shell brought rice and pawpaw for us to eat. Operation Flush men are thieves. When they arrested us, the Operation Flush men took away all the money with us, took our belts, wristwatches, necklaces and rings. They only stopped at stripping us naked. They

took our items away. They are thieves in uniform.

After eating the rice from Shell, almost all of us are having stomach problems. We have been stooling [diarrhoea] all the time. Two of our youths and one other from Kalabari (Belema community) were rushed to the hospital. I fear that they will die because they have lost so much energy through stooling. All of us are nursing injuries added to the stooling. We don't even have money to buy medicine for ourselves.

Today [Sept. 17], they took us to court, Shell has sworn to deal with us. At the court, they accused us of all sorts of things we did not do. We did not come to cause any problem but they said that we even flogged their big men. All lies. But God was on our side. The magistrate saw our plight and granted bail to us.

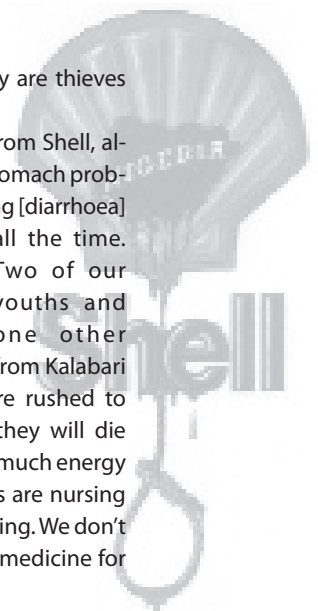
Although the magistrate has granted us bail, Shell will not give up. They said they want to teach us lessons. They have arranged with the police to take us to ATM [Awaiting Trial at the Prisons].

That is why they have put us in this vehicle to take us to ATM.

When you go, please tell the whole world that Shell is killing us. Look at what they are doing to us after asking us to come for a meeting, which even ended peacefully. The almighty Shell is punishing us because we have oil in our town. We are poor and they are rich. Only God can save us from Shell.

Tell the whole world that Shell has not done anything for Ewelesuo but wants to destroy us. Tell them." n

- Enere John, community member, Ewelesuo, Bayelsa State, Nigeria



Enere John and two other women were among the 63 Ewelesuo delegates who visited Shell on September 14, 1998. While in police custody, she spoke to Environmental Rights Action's field monitor on September 15 and 17.





## Madrid's Green Mole

If Madrid cannot deal with more cars, why not build a network of underground highways, with underground car parks, underground shops, markets, museums, cinemas... and finally an underground city?

To begin with, the mayor has proposed 140 km of subterranean highways and has begun a media campaign to advertise this initiative and search for public support.

Ecologistas en Accion sent a press release explaining with rational arguments why we oppose this crazy project and how we think the problems of car traffic should be addressed, but no newspaper mentioned a word about it. So the group decided to provide the same arguments in an "imaginative way," and this time all the newspapers

covered the "news."

On this occasion the group publicly presented (at the door of the council) a new scientific achievement: a transgenic creature perfectly adapted to the future city of Madrid.

This creature, *Homo madritensis futuribilis*, is half human and half mole. It has huge glasses to see in the Underground City and great claws as an adaptation to live in tunnels.

The "green mole" is so fond of the mayor that it will follow him and be at his side at all the tunnel inaugurations until spring's local elections, to show its gratitude for such an excavating enthusiasm. n

- Juan Bárcena

## Thirty Basque Bulldozers Meet an Early Death

Members of the Basque activist group *Solidaire avec Itoiz* lead a sabotage action against 30 bulldozers in the parking lot of a construction company September 28. The company had begun road building near Itoiz despite a court order forbidding the construction.

Two women of the activist group turned themselves in to police several hours after the action. They were arrested and sent before a judge, who three days later freed them to await trial. The local citizens in Itoiz have been totally opposed to road building there, which would displace many villages and cause ecological damage.

- Maloka

## Newbury Bypass Opens, But Not Without a Fight

January 10 marked the third anniversary of the start of the Newbury Bypass construction, the project responsible for Britain's largest to date anti-road campaign. Over 250 people returned to the site to mark the end of the "Third Battle for Newbury," playing "cat and mouse" with police to at least temporarily pedestrianise the road.

The Newbury campaign saw the arrest of over 1,000 people, the eviction of over 30 camps, the mobilisation of thousands of police and security guards and the destruction of countless pieces of machinery. It is believed to have added more than £20 million to the cost of the road.

- SchNEWS

## Spanish Cyclists Call Out For Help

The Spanish government is about to amend traffic laws, to put the responsibility of safe cycling on roads solely on the shoulders of cyclists.

Last year's Spanish white book on cycling proved to be a mixed blessing. Since then the Senate took the initiative of preparing a draft bill—which still has more setbacks than improvements.

The new proposal includes mandatory helmets and reflectors on clothing, a bike-ban on some roads, and a partial ban on carrying children on bikes.

Over the past year, the Spanish Bicycle Users' Associations has campaigned against these proposals. But despite a draft bill having been passed on to Congress unmodified, the battle is not lost.

The next, and final, round has begun. Politicians must know that their work is being observed around the world—and that they are about to make life a lot harder for cyclists.

Let Spain know that you're watching. Letters with your personal opinion make the largest impact. And let them know that they should learn from international examples.

- Bicycle News Agency

\* Write to: Excmo. Sr. Federico Trillo Figueroa, Presidente del Congreso, Palacio del Congreso, Calle Fernanflor, 1 E-28014 Madrid; e-mail: <federico.trillo@presidente.congreso.es>.

• Excmo. Sr. Jaime Mayor Oreja, Ministro de Interior, Ministerio de Interior, Calle Amador de los Ríos, 7, E-28071 Madrid.

• Send copies to: Amics de la Bici, Barcelona: fax: +(34) 93-431-5379; <deritja@pangea.org>.

## Shell Headquarters Occupied

On January 4, protesters identifying themselves as the U.K. Oil Overthrow Association (UKOOA) occupied Shell's head offices in London, barricading themselves in the offices and refusing to leave in solidarity with local resistance to the oil giant in Nigeria.

January 4 is Ogoni Day, celebrated since 1993 when Shell was forced from Ogoniland in the oil-rich Niger Delta by non-violent mass mobilisation.

The Ijaw ethnic group in southern Nigeria has told Shell and other oil companies to quit their land by January 11 or face eviction by the people.



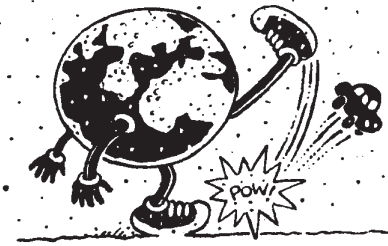


photo: courtesy Daan van Beek



## Rolls Royce Base Disgraced

Rolls Royce, in addition to making parts for Hawk fighter jets and high-priced, petrol-guzzling cars, manufactures the nuclear reactors and fuel that power Trident submarines.

So, on October 1, as part of an international anti-nuclear action day, 70 activists took part in an action at its base in Derby. The action had the twin aims of publicising the base's activities and disrupting them, and gained saturation coverage in the local media.

Activists were confronted with a heavy police presence, but still successfully blockaded and locked themselves to the gates, while some entered the compound. The police reacted with 12 arrests, holding people for 16 hours and later raiding the homes of 10 of those arrested.

- EF! Action Update

## Freiburg Street Theatre to Close the Street

On November 17 the University of Freiburg student union protested the narrowing of a road they believe should be closed, with the aid of two cars, a mobile phone and a tool kit.

The road, crossed by 6,000 students every day, was blocked with a banner during the opening ceremony for the traffic calming measure.

The driver of the first obstructed car got out, took a mobile phone from his suited pocket, and dialled a number. One minute later a car looking stunningly like an ADAC car—the emergency repair service of a German car lobby organisation—arrived from the other direction.

Four people jumped out wearing yellow ADAC t-shirts, standing for "Car Lobbyists Action Front in the City Council," and proceeded to take apart the other activist's car. Students clapped, cheered, distributed leaflets and occupied the street.

- Green Pepper

# Protest Climbs 30 Metres Above Groningen

Thirteen activists from Friends of the Earth have transformed a 30-metre-tall artwork into a spectacular protest against the construction of a massive new highway, the Zuidtangent, in the north of the Netherlands.

In the pre-dawn chill of November 20, activists and journalists gathered near the gigantic art piece, which resembles an electricity tower and stands along the path of the proposed highway. The climbing began.

Meanwhile, in an adjacent field, 17 flagpole supports were drilled into the frozen ground along the proposed route. Black flags were raised to represent the destruction it would bring to the nearby nature area. As the sun rose, 13 people were visible atop the tower, flying a banner reading "New roads, dead ends."

Like so many proposals of this kind, the local community generally agrees this road is unnecessary and unwanted. Benefits are likely to be only short term, and restricted mostly to international freight trucks on their way to Germany. Even so, the Zuidtangent would cost the

exorbitant sum of 1.5 billion guilders (US\$800 million) and would destroy the last natural area in the region.

Local groups in the Netherlands are regularly faced with the grandiose road construction plans of the Dutch government—which can be especially destructive and difficult to stop when they are part of wider infrastructure plans such as new harbours, airport extensions or industrial sites.

To combat this problem, Friends of the Earth Netherlands is launching a campaign to reorient the Dutch economy toward sustainability and oppose massive infrastructure projects like the Zuidtangent. The campaign will involve many of the country's 120 Friends of the Earth groups and build upon the already-established local resistance to these plans. Actions such as this one by FOE Groningen could pre-empt many more plans to come.

- Meike Skolnik, FOE Groningen

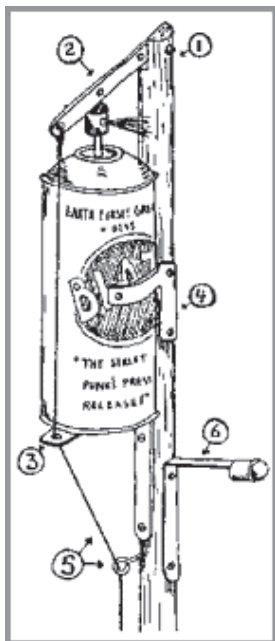
<meike.skolnik@milieudefensie.nl>

## Israeli Activists Act Against Highway Financers

Opponents of the Trans-Israel Highway took their protest to the streets of Tel Aviv October 28, when two activists abseiled down the side of the major branch of a bank financing the road. The banner they unfurled read "Bank Hapoalim Finances a Socio-Ecological Disaster," and marked the start of a boycott campaign against the bank. Budgeted at US\$3 billion, the highway would cover 300 km with eight lanes and affect more than 10 percent of the country's area.

Contact Green Action, 11 Rabbi Akiva St., Tel Aviv, 65161, Israel; <greenaction@shani.net>; <www.greenaction.org.il>.

## The Long Arm of the Lawless



*This is not meant to be taken seriously; it's purely for entertainment.*

If you want to write on a billboard that's too high to reach, you can either get a ladder (which isn't particularly convenient) or build a spray can extension rod:

Obtain a broom handle or another solid, strong but lightweight wooden pole (#1 in the illustration). At one end cut out a wedge, half the width of the pole. Fit a flat metal bar to the remaining wood (#2).

About 30 cm from this bar (or the height of your spray can), attach a support clamp on which the can will rest (#3). Fit an angle bracket on each side of the pole, about 20 cm from the end (#4).

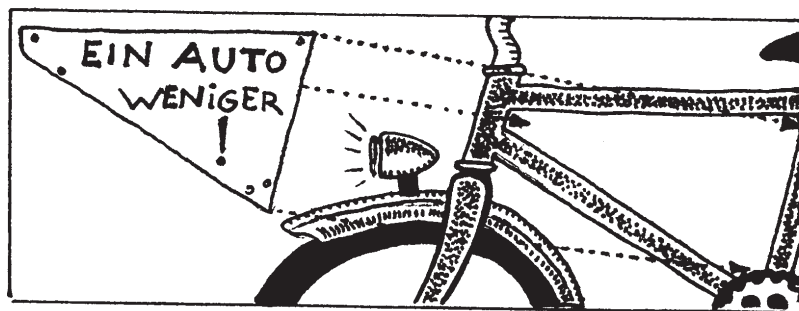
The spray can should fit between these brackets. Tie a length of plastic coated wire to the flat metal bar (#2) and feed it through a hole in the support clamp (#3) and the screw-eyes attached along the length of the pole (#5). This wire, when pulled, will press down the nozzle and spray the paint.

An optional extra is the roll-top of a deodorant bottle, fitted to the end of the support clamp (#6). This will help maintain an even distance between the spray can and the billboard. You may have to experiment a bit to get the right measurements to fit your can of spray paint.

Although these extension rods are clumsy to use at first, with practice they become very effective. Weigh the advantages of daytime versus night.

Alternatively, paint your message on a piece of wallpaper (in large dark letters) in the comfort of your own home. This can be pasted over your chosen billboard using a long-handled broom and a bucket of wallpaper paste.

- Smashing the Image Factory: A Complete Manual of Billboard Subversion and Destruction



## Bike-Frame Billboards

Okay, this may be a gender-specific idea, but life's like that sometimes. And just to clear this up right away, the idea is not about advertising.

Grab any "men's" bicycle and remove anything—such as water bottles, locks or pumps—blocking the area between the upper and lower tube of the frame.

Cut out a piece of thick cardboard the same size as the interior of the frame. Paint both sides solid in a light color of water-resistant paint. Then in another colour paint slogans over it on both sides, tailored to be effective in your local campaign.

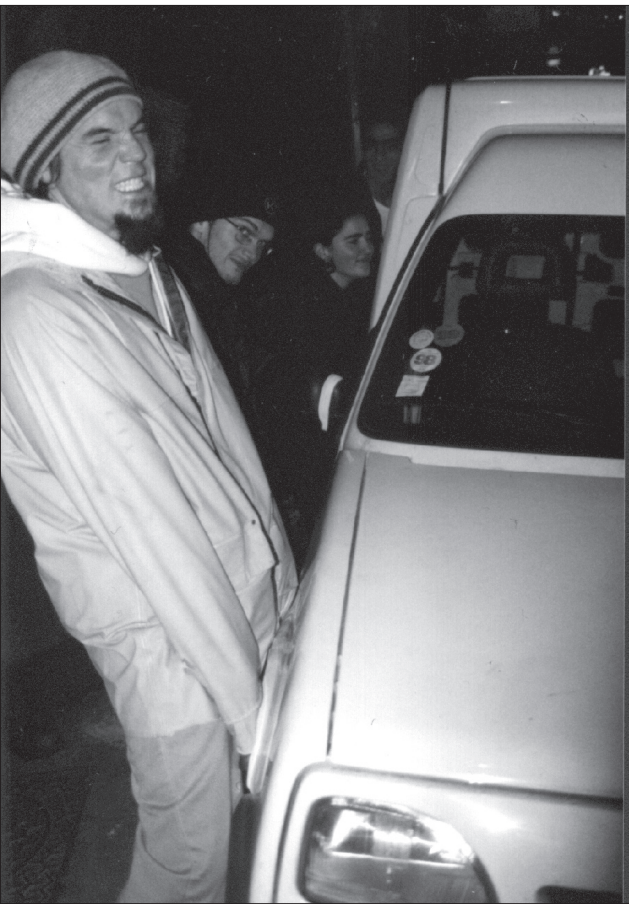
Next cut small slits near the edge of the cardboard on all sides, just big enough to run something through the slits to attach to the frame. We suggest those little plastic clasps that you can tighten but not loosen. Cut off the

excess length. A heavy-duty version would be those aluminium clasps that require a screw and bolt. In any case you'll find something.

As for slogans, try something funny, embarrassing to local officials, proactive—or all three at once. Perhaps a "subvertisement"—a spoof version of a real advert. You could even paste on cut-outs from a glossy magazine of the advertisement that you're making fun of. Be sure to water-proof them. We'll leave the creativity up to you. n







Chris Dyson in Lyon, pretending it's hard work.

## Car Bouncing Bonanza

Take ten friends outside and find the nearest row of cars parked on the pavement (sidewalk). If you're in Eastern Europe or in the centre of any dense European city, you're likely to be surrounded by them.

Except this time you'll be doing the surrounding. So grab your fellow car-bouncers-to-be and encircle your chosen victim-car, perhaps starting with a little war dance around it. Maybe wear some silly costumes or ad-hoc "Pedestrian Liberation Front" uniforms.

Give a shout of "one...two...three" to get everyone's rhythm in sync, and "bounce" the car off the kerb and into the street. To avoid injury keep your backs straight and use little bounces.

The farther into the street you bounce the car, the more you can teach drivers a lesson—showing them how it feels to have their path blocked by large immobile objects. Do this for each illegally parked car you find.

During the Towards Car-Free Cities

conference in 1997, the displaced cars were then ticketed by police for blocking a one-lane street.

Why not wrap the bounced cars in red and white-striped "warning" tape (easily borrowed from around your city), to add an official-seeming effect? Fake official-looking notices can be made up to be left on the windshield, with humorous text explaining why the car has been moved.

Think carefully about the best time of day or night for car bouncing, and think twice before bouncing on a hilly street.

Be prepared to deal with angry car owners; women are often better at defusing potentially confrontational situations, although it's a skill all activists should learn. Stay calm and reassure such drivers that their cars are not damaged; explain your justifiable reasons for doing the action.

Repeat the tactic on a regular basis as necessary until conditions for pedestrians improve. n

### Français

à Pour pouvoir écrire facilement sur les panneaux situés en hauteur, fabriquez un bras pour bombe à peinture. Prenez un manche à balais ou équivalent et attachez-y votre bombe à peinture avec des crochets métalliques (3 et 4). Adaptez-y ensuite une ficelle (5) et une barre mobile (5) de façon à ce que le bouton déclencheur soit mis en action lorsque vous tirez la ficelle, et que la peinture soit projetée.

à Tenir une banderole pendant une journée entière, c'est épatant, mais il est plus facile de se déplacer avec un panneau monté sur un cadre de vélo. Vous n'avez qu'à prendre un morceau de carton et de quoi l'attacher, et à peindre votre slogan favori avec une peinture étanche.

à Pour apprendre aux automobilistes comment on se sent quand on est bloqué par un gros machin immobile, emmenez une dizaine d'amis jusqu'à la plus proche voiture garée sur le trottoir (pas bien difficile, en Europe). Entourez la voiture et faites-la rebondir, bien en rythme, en bas du trottoir et jusque dans la rue. Ne faites que de petits rebonds et gardez le dos bien droit.

### Deutsch

à Für das beschreiben von hohen Plakaten mach einen Spraydosen-Verlängerungsarm. Nimm einen Besenstiel oder etwas ähnliches und befestige Deine Spraydose mit Mettalklammern (3 und 4). Befestige eine Schnur (5) und einen beweglichen Stab (2) so, daß durch das ziehen an der Schnur der Knopf der Spraydose gedrückt und Farbe herausgesprayt wird.

à Ein Transparent den ganzen Tag hochzuhalten ist gut, aber es ist einfacher mit einer auf einem Fahrrad befestigten Tafel herumzufahren. Nimm einfach ein großes Stück Karton sowie etwas um es zu befestigen, und beschrifte es mit Deinem Slogan mit wasserfester Farbe.

à Um Autofahrern zu zeigen wie es ist, von großen unbeweglichen Objekten blockiert zu werden, nimm 10 Freunde und suche das nächste auf dem Gehsteig geparkte Auto (nicht schwer in Europa). Umstellt das Auto und laßt es durch gleichzeitig draufdrücken zurück auf die Straße springen. Laßt es kleine Sprünge machen und haltet Eure Rücken gerade!

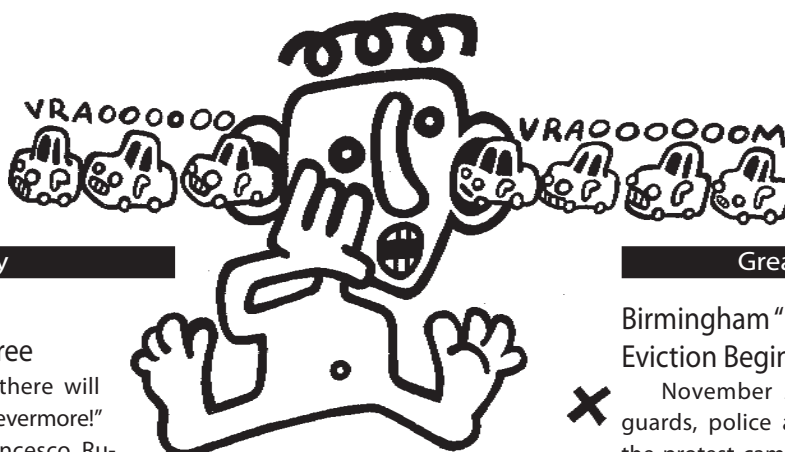
### Español

à Para facilitar la escritura sobre valas publicitarias altas, hazte un brazo extensor para el bote de spray. Coge un palo de escoba o similar y agárralo a tu bote de spray con abrazaderas metálicas (3 y 4). Ata una cuerda (5) y una barrita móvil (2), de manera que cuando tires de la cuerda se presione el pulsador y salga la pintura.

à Llevar pancartas a cuestras todo el día es sano y está bien, pero resulta más cómodo ir pedaleando con una pancarta acoplada a la bici. Solamente tienes que hacerte con una cartulina grande y algo para engancharla, y escribir tu consigna favorita con pintura resistente al agua.

à Para que los conductores aprendan como sienta ser bloqueado por grandes objetos inmóviles, junta a 10 amigos y localiza el coche aparcado sobre la acera más cercano (algo no muy difícil en Europa). Rodear el coche y todos a una empujarlo desde la acera a la calzada. Mover el coche mediante desplazamientos cortos ¡y con la espalda recta!





## Italy

Rome Declares  
City Square Car-Free

"In this piazza, there will be no more cars, forevermore!" declared Mayor Francesco Rutelli December 8 as hundreds applauded during a ceremony on Piazza del Popolo, making its transition to a car-free zone official.

He decreed that Rome's largest square should be a piazza of the pedestrians, banning the cars that had turned it into a giant car park.

The ceremony followed a US\$2.1 million restoration of the square, whose gates have been the northern entry for pilgrims and other travellers for century upon century.

The advent of the car led to bumper-to-bumper traffic that obscured the symmetry of the piazza's 16th-century design and buried the base of its ancient Egyptian obelisk in car hoods and chrome.

Rome has been far less vigorous than many other Italian cities in limiting traffic in its historic centre. To mollify merchants near Piazza del Popolo, the city created 334 parking places just outside the square.

- A.P.

## France/Germany

## Speeders Meet Victims

Speeding loses its appeal when you're confronted with the consequences. So some police departments have started introducing speeders to the victims and potential victims of the get-there-at-any-cost mentality.

In France people disabled in car crashes volunteer to spend a day travelling in police cars, meeting those caught speeding. In Dortmund, Germany, drivers habitually exceed the speed limit. So during a School Safety Week, a group of students confronted speeders and demanded why they were driving so fast in an area with so many children. The nine-year-olds then read to the dangerous drivers the riot act.

- Tri-State Transp. Campaign

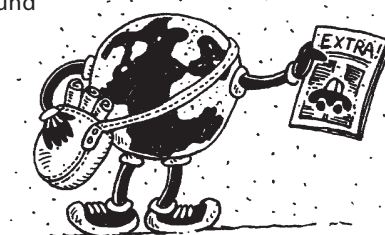
## The Netherlands

First Car-Free Sunday  
Nationwide in 26 Years

Six out of ten Dutch people want one or more Car-Free Sundays a year, according to recent opinion polls. Yet next September will be the first National Car-Free Day since 1973, when oil boycotts by the Middle East forced The Netherlands to hold a number of Car-Free Sundays.

This time around the event is being organised by the Landelijk Overleg Autovrije Zondag (National Car-Free Sunday Council), in a bid for livable neighbourhoods and sustainable transport. Working to introduce monthly National Car-Free Sundays, the council consists of groups nationwide that organise similar days locally.

For more information contact Klaas Breunissen, Oude Schans 12 A/2, 1011 KZ Amsterdam, The Netherlands; tel/fax: +(31) 20-4281875; <klaas.breunissen@wxs.nl>.



## Ukraine

Man Crashes Car As  
50 Pagers Ring At Once

A Ukraine businessman who bought pagers for his entire staff was so alarmed when they all went off at the same time that he simply let go of the steering wheel of his car, which then ploughed into a lamp post, the Fakty daily reported. The message on all 50 pagers read: "Congratulations on a successful purchase!"

## Great Britain

Birmingham "Relief" Road  
Eviction Begins

November 25 saw 375 security guards, police and bailiffs surround the protest camp on the route of the Birmingham Northern Relief Road.

They announced the eviction had begun and proceeded to construct a fenced enclosure around the activists' communications and office caravan.

Two days later the bailiffs disappeared, leaving only security guards watching over the site of Britain's first private tollway. The caravan door was guarded by four officers, with the occupants not allowed to leave or even look out the window.

"They keep coming in and searching the place whilst we

are trying to carry on campaign business," said one occupant.

At one point, over-zealous security tried to restrict supplies of food onto the site, but finally gave in when a group of sym-

pathetic locals staged a cake-bringing protest. Numbers on site swelled with the publicity, with activists from other camps turning up in support.

Although three or four people have been arrested, the eviction has so far been low key. Police have still been unable to get in to the underground tunnel system, where activists remain.

Before the Labour Party swept to victory, Frank Dobson, Shadow Secretary of State for Transport at the time, said, "The Labour Party is opposed to the building of the Birmingham Northern Relief Road." Of course the road's name itself is quite Orwellian, considering that new roads generate new traffic rather than relieving it.

To get involved, contact Birmingham Friends of the Earth: 0121-632-6909; site mobile: 0467-622-825; web page: <www.geocities.com/RainForest/3081/bnrr.html>.

- EF! Action Update/SchNEWS



## Government Admits Traffic Still Set for Massive Rise

Transport Minister Glenda Jackson has admitted that even if the Transport White Paper is put into law, traffic levels will be 37 percent higher in 2010 than in 1990. If the White Paper is only implemented in London and some other major cities, traffic levels will be 39 percent higher. Pre-White Paper forecasts predicted 40 percent traffic growth over the period.

The admission supports Reclaim the Streets' damning of the White Paper as hopelessly inadequate (see Car Busters #3, page 21).

The admission will also prove highly embarrassing to Deputy Prime Minister John Prescott, who said on his appointment that he "will have failed if in five years time...there are not far fewer journeys by car. It's a tall order but I urge you to hold me to it."

The news comes only a day after the U.K. government announced revised targets on air pollution, hailed by Ministers as giving the public a "right to clean air."

- Friends of the Earth

## Avon Ring Road Work Starts

Site clearance has now started on the proposed route of the Avon Ring Road, the largest Local Authority Road scheme in Britain.

"This road has very little to do with relieving local traffic congestion, but is designed to open up vast areas of green belt for development," says Rowlan Dye of the Bristol Cycling Campaign.

The latest section, Stage II, is set to destroy a disused railway line and a swathe of Siston Common, and will be built on top of the Bristol and Bath Railway Cycle Path. A permanent camp has now been established and actions have started. Fresh campaigners and activists are needed for the first anti-road site with its own bike path!

Contact +(44) 117-939-9469.

- EFi Action Update/SchNEWS

## Another RTS Tube Action

On January 4 Reclaim the Streets activists occupied the office of the chief executive of London Underground Ltd. for four hours. The action was one of a number the group has carried out against the privatisation of the London tube (metro) and in solidarity with tube workers.

## Ireland

### Seat Belts Raise Fatalities?

Irish cycle campaigners, critical of their government's new road-safety strategy's focus on increasing seat belt usage, are pointing out that the introduction of compulsory seat belt use in the U.K. was accompanied by a 175 per cent increase in fatalities among cyclists and pedestrians. Similar effects have been reported across the world.

The issue of whether seat belt legislation even reduces deaths to car occupants is also controversial. In Ireland, Sweden and New Zealand, the introduction of compulsory seat belt wearing was either accompanied or followed by an increase in deaths to car occupants. This is thought to be the result of drivers raising their driving speeds due to a reduced sense of personal endangerment.

- Shane Foran

## Israel/Palestine

### Apartheid on the Roads, The Sequel

In mid-November, Civil Administration bulldozers began clearing the way for a bypass road connecting the West Bank settlement of Efrat to the main bypass between Hebron and Jerusalem—even though Efrat already has a perfectly good road.

The bulldozers ripped through vineyards, olive groves and apricot orchards in a small pastoral valley of the Palestinian village of al-Khader, while soldiers fired on the protesting villagers with rubber bullets and tear gas.

The bypass is part of Israel's strategy of slicing Palestinian parts of the West Bank into small pieces that will allow Israel to control the free movement of people and goods, thereby confining the local population to small, crowded and disconnected "bantustans." It threatens not only the agricultural livelihood of the local people but their houses as well.

At the request of al-Khader's mayor, several organisations will join the villagers in nonviolently resisting this act: the Israeli Committee Against House Demolitions, the Palestinian Land Defense Committee, the Christian Peacemaker Team and LAW.

- Peace News

NOUS AVONS ESSAYÉ  
LA VOITURE "PROPRE"



*We have tried  
to make a  
"clean" car /  
Wir haben  
versucht ein  
"sauberes" Auto  
zu machen /  
Epígrafes para  
el cómic del  
coche "limpio"*

*Clean car /  
Saubere Auto /  
Coche Limpio*



*"Clean"  
accident /  
"Sauberer"  
Unfall /  
"Limpio" de  
accidentes*



*"Clean"  
over-paving /  
"Saubere"  
Betonierung  
/ "Limpio" de  
operaciones-  
asfalto*



*"Clean" stress /  
"Sauberer"  
Stress /  
"Limpio" de  
estrés*



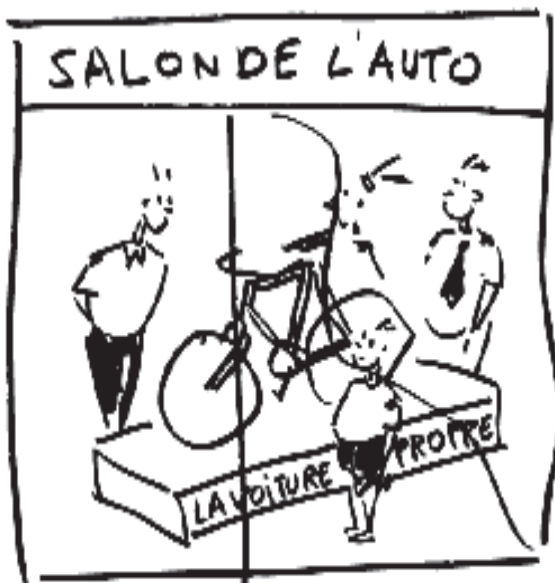
*"Clean" waste /  
"Sauberer"  
Abfall /  
"Limpio" de  
contaminación*



*"Clean"  
energy /  
"Saubere"  
Energie /  
"Limpio"  
energía*

(Turn page / Umblättern / Pasa la página)

## LE VRAIE VOITURE PROPRE



The real clean car / Das wirklich saubere Auto /  
El verdadero coche limpio

## Japan

## Toyota = Technofix

After eight years of research, Toyota, the giant car manufacturer, has created a tree that absorbs more carbon dioxide than normal trees, "to reduce the contribution of traffic to global warming." Two test plantations will soon be planted in Japan, to be followed by plantings on the grounds of Toyota's two British factories.

"The trees will be planted wherever it is climatically possible," a Toyota spokesperson said. "The plan is to see them growing everywhere in the world."

- Der Rabe Ralf

## China

Beijing Street  
Introduces Bicycle Ban

Everywhere in the world, the car is being pushed out of the city centres. Except for Beijing. On the busy Xisi Dong Da Jie, the reverse is happening. This artery running west of the royal palaces of the Forbidden City now excludes bikes from 7 a.m. until 9 p.m. Suddenly, the street has become a four-lane highway.

Unaware of this fact, cyclists turn into the Xisi Dong Da Jie, surrounded by cars, buses and trolleys. There they are halted by a policeman or a "traffic assistant." Dumbfounded, they get off their bikes. If they want to continue, they have to walk or turn around and go back. No exceptions are being made for the inhabitants and shopkeepers

of the street. The shops on Xisi Dong Da Jie are virtually empty. "If this continues, we'll lose our customers," some shopkeepers say.

The Chinese press foresees a scenario in which the bicycle will be banned permanently from Xisi Dong Da Jie, and that more streets will follow. Because, the argument goes, despite all the pollution and traffic congestion, cars are much more important for economic progress than all 9 million Beijing bikes together. This is why the cars have managed for the first time to chase the bikes off the street.

Until recently, bikes in Beijing ruled the streets. Bikes are still cheap. You can get one for the equivalent of 40 DM. A nice and expensive one used to be a status symbol. That role is being taken over by the car. The cheapest car still costs about 18,000 DM. Imported cars carry a 100 percent import tax, ideal for China's "new rich." They prefer to drive around in lengthy limousines, which outside China are reserved for kings and mafiosi. With a mixture of respect and jealousy, the biking part of the public gives way to its car-driving elite, and pollution steadily grows.

- De Volkskrant

Wuhan Critical Mass  
A Non-Starter

Tu Guangwen, a tricycle driver from Wuhan, was reportedly sentenced last February 19 to three years' imprisonment after being convicted of "gathering a crowd to disrupt orderly traffic." He had reportedly led a demonstration by disgruntled pedicab drivers in Wuhan the previous year, in protest against a city-wide ban on tricycles imposed by the city authorities.

- Amnesty International

San Francisco Gets  
Its First Car-Free Street

United States  
ists, disabled people and local residents, San Francisco opened its first car-free street on November 21.

Dubose Street, previously known as a motorists' shortcut and a "shooting gallery" for drug abusers, has been transformed into the Dubose Bikeway, complete with a 6,000-square-foot mural and open only to bicycles and wheelchairs.

The project began as part of a program to build access ramps for the disabled, and expanded into a wider beautification plan in consultation with the San Francisco Bicycle Coalition.

Says Joel Pomerantz, a founder of Critical Mass: "What this represents is how both sides—government and activists—can work together to build a public space."

- San Francisco Examiner

## Minnehaha Free State Evicted

On December 20, Minneapolis experienced its largest ever road blockade eviction, when the seven remaining houses on the planned reroute of Highway 55 were cleared and bulldozed in a predawn raid.

The route, which could temporarily save three minutes travelling time to the airport, runs through sacred sites of the Mendota Mdewakanton tribe as well as homes and one of the last remaining examples of old-growth oak savannah. The site had been occupied by indigenous and non-indigenous activists for four months and ten days.

The eviction was no small operation, involving 300 police officers, 200 troopers, 115 sheriff's deputies, a State Patrol helicopter, five buses, eight portable toilets, several ambulances, dozens of police cars, a very large amount of overtime, pepper spray and two motorised coffee carts.

The campaign illustrates not only the government's approach to transport problems, but is also the attitudes to land rights in the USA.

As one Earth First! activist pointed out, "There are no people besides the Native Americans that must prove something is sacred to them."

Indeed doubts have been raised if the same route would have been chosen had there been a church, synagogue or mosque on the site.

The campaign continues, with protesters claiming they will reoccupy the site and continue the struggle until attitudes to road building and indigenous people in America change.

Contact Big Woods Earth First! at P.O. Box 580936, Minneapolis, MN 55458, USA; <earthfirst@juno.com>.

*Supermodel Claudia Schiffer opens a new highway with former Slovakian Prime Minister Vladimir Meciar.*



**Ja som to dokázal!  
Vďaka tréningu s Martínkovou.**

**HZDS**



*Meciar's "Together we can do it!" re-election billboard "subverted" to read "Together we did it! Due to Martinkova's training." (She's one of Meciar's prostitutes; although he's married, Meciar is known for his free relationships.) Most of the billboards were removed or subverted just a few hours after being pasted.*

## Road Building Puts

Embracing supermodels, like embracing the mistakes of the West, can win you instant popularity in Eastern Europe. Or so thought Slovakian Prime Minister Vladimir Meciar in 1996, when he more than doubled Slovakia's road building plans, quadrupled the cost, and opened numerous new highways with Western celebrities at his side.

While car ownership was increasing dramatically, with all its social and environmental impacts, opponents were left wondering if 660 km and 240 billion crowns of new roads were really the answer to developing Slovakia, or only the answer to developing Meciar's re-election campaign.

Schools were unable to pay for heating. Hospitals struggled to buy toilet paper. Yet the proposed road building was to amount to 10 percent of the state's budget. Sixty percent of the funding was to be foreign, resulting in massive state debt—a very expensive experience on how new roads don't equal development.

Even in Bratislava, the capital and the richest part of Slovakia, 70 percent of trips are made by public transport. And yet Meciar's Movement for a Democratic Slovakia cut subsidies promised to both the railways and the state bus company, in favour of the ways of the West.

However it seems supermodels were not enough, because Meciar lost the national election in September,

leaving the economy in chaos.

The new Minister for Transport Gabriel Palacka found the situation in his department desperate, with a debt of 53 billion crowns (US\$1.5 billion). He quickly claimed to support public transport over building new highways, and Meciar's highway construction committee was scrapped.

But just a few days later, the same government proposed to increase railway fares 35 to 50 percent and bus fares 20 percent, beginning January 1. Within few days more than 10,000 Slovaks had signed petitions in protest, resulting in the final decision being postponed.

This proposal caused massive criticism from trade unions, media, left-wing politicians and citizens's initiatives. They argue that the price increase is no solution and will only result in passenger losses. The government is ignoring both its promises and its electorate, and plans to spend the same amount on highways as previous governments.

Slobodna Alternativa (The Free Alternative) and others are now asking people across the world to contact the Slovakian government to question the logic that building highways will develop Eastern Europe and so solve economic problems. And maybe even point out that new roads, like supermodel-assisted popularity boosts, are but a short-term solution. n

- Matus Baktya

## STOP PRESS

On January 27 the decision to increase fares went through, despite widespread protest. The new fares — up 35 percent for railways and 20 percent for state-run buses — are set to go into effect February 15. Add "Please reverse your decision" to your letters of protest!

### \* Write to:

• Mr. Mikulas Dzurinda, Prime Minister, fax: ++421-7-544-15-484; <predseda@government.gov.sk>.

• Mr. Gabriel Palacka, Minister of Transport, Post and Telecommunications, Namestie Slobody 6, 81106 Bratislava, Slovakia; fax: ++421-7-442-54-800; <minister@telecom.gov.sk>.

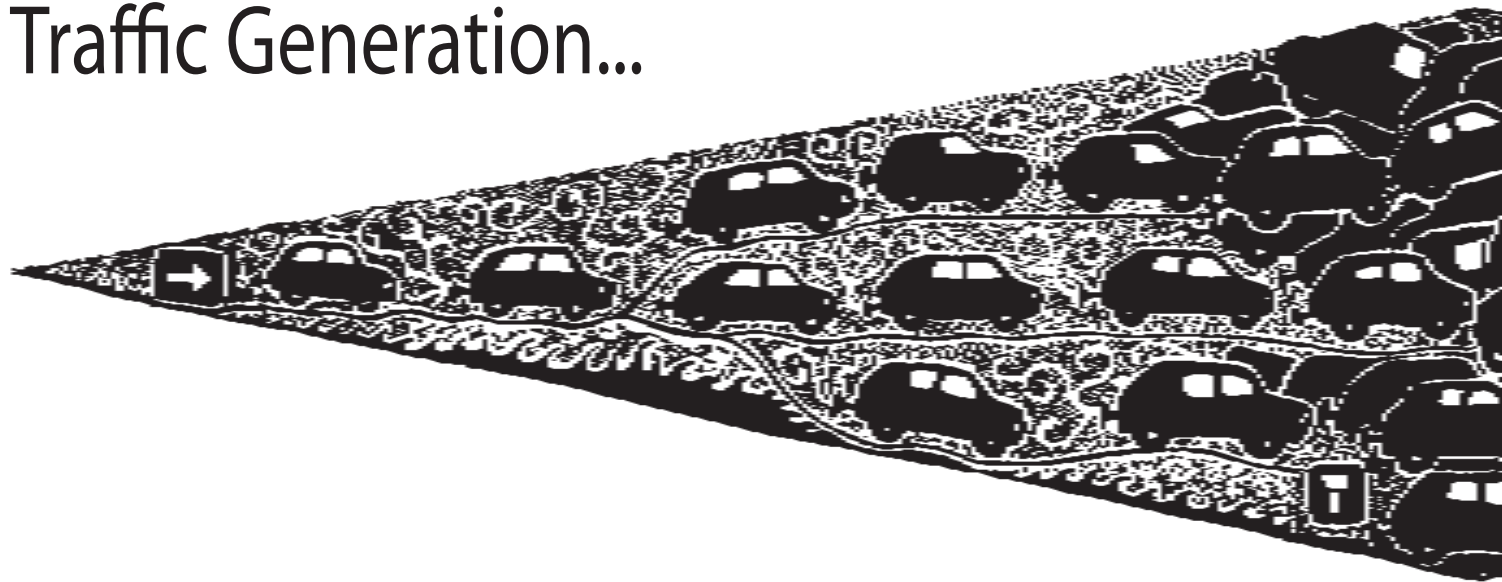
• Mrs. Brigita Schmögnerova, Minister of Finances, Stefanovicova 3, 81106 Bratislava, Slovakia; fax: ++421-7-393-531.

Send copies of your letters (and any information requests) to:

• Slobodna Alternativa, Staro-mestska 6, 81103 Bratislava, Slovakia; tel: +(421) 7-6224-0481; e-mail: <sa@changenet.sk>.



# Traffic Generation...



Reducing traffic. It's the most popular reason given for building a new road or bypass, or adding a lane. It's an argument often difficult to counter, unless you're armed with the overwhelming evidence that added road capacity only increases traffic. Here's why further road building is a bad idea.

**H**e who sows roads shall reap traffic" has been a saying among some traffic planners and researchers for years now.

This shouldn't be surprising, yet we're constantly told the opposite—that somehow, almost magically, new and wider roads will reduce congestion.

Here in Lyon, France's main north-south highway goes right through the city centre. Before 1992, traffic on the stretch reached 100,000 cars per day, so the city decided the solution was to build a bypass to "relieve traffic." Today, 80,000 cars per day drive on the bypass and 90,000 on the older route. That's 10 percent fewer cars on the older route, but 70 percent more cars. And now two more bypasses are planned, also in the hope of relieving traffic.

Throughout the world, the result is the same—build it, and they will come.

Bressey and Lutyens reported back in 1938 that as soon as England's Great West Road opened "it carried 4.5 times more vehicles than the old route was carrying; no diminution, however, occurred in the flow of traffic on the old route, and from that day to this, the number of vehicles on both routes has steadily increased.... These figures serve to exemplify the remarkable manner in which new roads create new traffic."

It's not a concept, however, relegated only to the 1930s or to one or

two radical researchers.

"It only stands to reason that building more roads—or other infrastructure—may actually encourage people to use the new additional capacity to travel more," reads the back cover of the Infrastructure-Induced Mobility report produced by the European Conference of Ministers of Transport. "The experts are no longer in any doubt that ['induced mobility'] is a very real phenomenon."

New or wider roads don't exactly create new traffic, but they certainly permit it, and so permit the development pattern of more and more people living further and further away from their daily destinations.

Today's traffic in England, for example, could not have fit in time or space on the country's 1950 road network. Yes, other factors have contributed to the rise in car use and ownership, but it's a "chicken and egg" problem—the rise could never have been accommodated without the simultaneous road development and a disinvestment in public transport.

In many of the examples below, researchers were even able to show that road development was the major factor in traffic growth. In these cases traffic increases on "improved" roads were significantly greater than economic or traffic growth in surrounding areas.

**T**he M25 ring road opened around London in 1986. But by 1992 it had traffic volumes 55 percent higher than forecast. This despite traffic growth in similar areas being only one to three percent per year, leaving 30 to 45 percent of the traffic unexplained.

Similar results were found for the York Northern Bypass, the M62, the M11 and the A316. But these are just five examples.

The 1994 SACTRA report studied 151 cases across Britain, concluding the average road "improvement" will raise traffic 10 percent in the short term and 20 percent in the long term. From an additional 85 cases, SACTRA concluded that in general adding a bypass will lead to traffic rising 25 percent above predicted levels on the roads being bypassed.

Infrastructure-Induced Mobility includes thorough case studies from Spain, France, Germany, Austria, Britain and Sweden.

In Spain, traffic volume on both the Madrid-Bailèn and the Bailèn-Grenada roads gained roughly 700 cars per day every year between 1987 and 1990. In 1990 the recession hit, and car numbers stabilised. Then in 1992 the upgrade of the Madrid-Bailèn road was completed, and traffic levels suddenly leapt on this section of road, to 147.6 percent of previous levels within two years. By 1995 the traffic volume was still constant on the unimproved Bailèn-Grenada road, and rising more than twice as fast as previously on the upgraded section. This rate was notably higher than economic

continued on page 22





## and Evaporation

Feature

It's happened to many of us. You wanted to create a car-free street but were opposed with convincing predictions of increased traffic on surrounding streets. While most people accept such predictions as fact, they could not be further from the truth. Here's the evidence you need to counter them.

**I**t all goes back to the mid-1960s and the Greenwich Village neighbourhood of New York City.

Residents were faced with plans for a major highway through Washington Square Park, and planners were convinced that unless the highway were built, the projected traffic demands of a proposed adjacent development would result in a traffic nightmare.

But the residents succeeded not only in stopping the highway, but also in closing an existing road. The prophecy of doom and gloom never occurred. The predicted additional traffic volumes were never generated. And the same trend holds true across Europe.

Traffic Impact of Highway Capacity Reductions: Assessment of the Evidence may not be an exciting name for a study, but it had some pretty impressive results. Carried out by Cairns et al. last year (see reference, page 22) and commissioned by the British government, it looked at over 100 examples of closed or partially closed roads, lanes, bridges and squares across Europe and beyond.

Before-and-after traffic levels were collected for locations in the U.K., Germany, Austria, Switzerland, Italy, the Netherlands, Sweden, Norway, the U.S., Canada, Australia, Japan

and more.

In 41 of the 49 complete case studies, the amount of traffic displaced to surrounding roads was less than the amount of traffic that completely disappeared. So not only did the road capacity reductions fail to induce congestion, they also led to a reduction in traffic over the surrounding area as a whole.

Over a 20-year period the people of Nurnberg decided to take back their city from traffic, so they implemented one of Germany's largest pedestrianisation projects.

Closed in 1988, the last major traffic route through Nurnberg's city centre crossed the Rathausplatz, the square in front of the town hall. With significant results. Not only were the 24,584 cars previously using the square each day now gone, but by 1993, 17 percent of the traffic on surrounding roads had evaporated, too.

Other examples include London's Tower Bridge over the Thames, which was temporarily closed in 1993. Only 20 percent of its traffic switched to the neighbouring bridges; the remaining 80 percent simply disappeared. This meant 24 percent fewer cars entered the centre of London on the four Thames bridges during the closure.

When highways were restored after

the Hanshin-Awaji earthquake in Japan, the reduced capacity more than halved the number of cars using them. While some of this traffic went to surrounding roads, the area as a whole experienced a 26.6 percent traffic reduction.

Restrictions within Bologna city centre resulted in traffic levels continuing to decrease from 1972 to 1989, with 1989 levels only 50.8 percent of 1981 levels. This trend only began to reverse in 1989, "possibly due to weak enforcement of the traffic exemption orders," the researchers suggest.

**S**o where does all the traffic go? Cairns et al. found that many changes in behaviour occur when road conditions change. People using the "treated area" regularly and over time find they have to change their route, time of travel (where restrictions only apply at certain times of day), or mode of travel. Most people won't go out and sell their car as soon as you make a street car-free. Yet as the figures show, change does occur, though "at the pace of other changes in their lives."

That's the people using the area regularly. The report also found that "usually more than 30 percent" (and as much as 80 percent for longer study periods) of the people using the road in the "after" survey were different to the people surveyed at the "before" stage. This was partially due to random variation, but also because many people are likely to change either their house, job location, car ownership level, income or household structure (among numerous other factors...) even within a year.

continued on page 22



## "Predict and Provide" Planning: A Viscious Circle

Imbedded in the culture of transportation bureaucracies is a "predict and provide" approach to transport management. This approach, based on the assumption that the predicted traffic growth must be provided for at all costs, inevitably results in promoting further congestion.

Here's how it works:

- 1 A traffic study is conducted, basing future traffic predictions on past trends and travel habits (themselves based on "predict and provide" logic).
- 2 These traffic predictions show that in 20 years the present road system will be unable to handle the volume of traffic predicted.
- 3 Road space for the predicted traffic is provided for in the present. These roads, by their very design, are expected to have spare capacity to take traffic for the next 20 years.
- 4 Road expansion projects encourage cities to spread out as car travel times are reduced, allowing for access to more affordable suburban housing.
- 5 Ridership on public transport declines as trip time for the car is reduced. Sprawling communities make it nearly impossible for public transport to be efficient or economical. As ridership decreases, public transport service further deteriorates, pushing more people into cars.
- 6 The increase in car use leads to the clogging of the expanded road system within a couple of years of its completion. Transport planners attend conferences and write articles in professional journals congratulating themselves on their foresight in predicting the need for the expanded road system.
7. Given the higher than expected road usage, a traffic study is needed. This of course reaches the conclusion that the road will be hopelessly inadequate before 20 years is up, thus requiring further expansion programmes.
8. Back to #1 (above), again and again.
- 8 (Derived from Citizens Advocating Responsible Transportation. 1993. pp. 12-13.)

## ...Generation

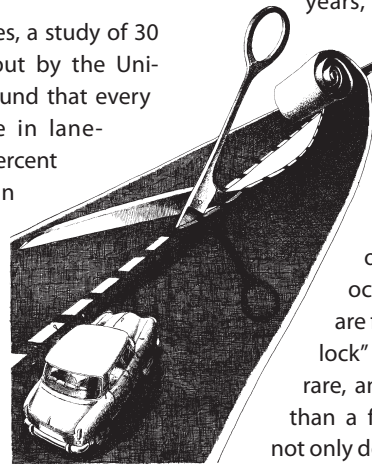
continued from page 20

growth.

The report also found that increases in overall traffic occurred when the Western Bypass was built around Stockholm, and when the Arlberg Tunnel provided an alternative to a steep winding mountain pass in Austria.

In the United States, a study of 30 urban areas carried out by the University of California found that every one-percent increase in lane-miles generates a 0.9 percent increase in traffic within five years, negating the congestion-easing effect of new roads.

A near consensus has been reached in the world of transport research: increasing road capacity only encourages more people to drive, and to drive more often. As Roy Kienitz of the Surface Transportation Policy Project put it, "It's like trying to cure obesity by loosening your belt."



Studies on traffic generation:

- SACTRA. Trunk Roads and the Generation of Traffic. Department of Transport, HMSO, London, 1994. (available from The British Stationery Office [fax: +(44) 171-873-8200; web: <<http://194.143.191.199/shop/>>] and summarised in Vol. 23, No. 1 of Transportation, Feb. 1996 [Kluwer Academic Publishers, P.O. Box 322, Dordrecht, 3300 AH, The Netherlands])
- ROUND TABLE 105. Infrastructure-Induced Mobility. European Conference of Ministers of Transport, Paris, 1998. (available for 400 FF [320 FF for students] from OECD Publications, 2 rue Andre Pascal, Paris 75016; tel: +(33) 1-45-24-82-00)
- MORRIS, R. Traffic as a Function of Supply and Demand. In Traffic Quarterly, Volume 31. Connecticut: ENO Foundation for Transportation. 1977. pp. 591-603.

## ...Evaporation

continued from page 21

It is these people not yet set in habit who most readily adjust to new conditions. Which often means they choose not to drive.

Though a full response to traffic reduction measures can take five to 10

years, the largest impact tends to occur within the first one to three.

The study found that a fairly short period of traffic disruption often (but not always) occurs when changes are first made, but "gridlock" or "traffic chaos" are rare, and never last longer than a few days. After this, not only does any gridlock not persist, but very often traffic levels on surrounding roads also drop, leaving planners sometimes a little surprised. In fact the report cites a characteristic comment to be "the traffic has disappeared and we simply don't know where it has gone."

Studies on traffic evaporation:

- CAIRNS, S., HASS-KLAU, C., and GOODWIN, P. Traffic Impact of Highway Capacity Reductions: Assessment of the Evidence. Landor Publishing, London, 1998. (summary in Traffic Engineering and Control, May/June 1998, p. 348-354, available from Printerhall Limited, 32 Vauxhall Bridge Road, London, SW1V 2SS; tel: +(44) 171-973-4614; fax: +(44) 171-233-5054; e-mail: <[j.orna@hemming-group.co.uk](mailto:j.orna@hemming-group.co.uk)>). The full version of the report is available from Landor Publishing Ltd., Quadrant House, 250 Kennington Lane, London, SE11 5RD.)
- MVA LIMITED. Traffic Impact of Highway Capacity Reductions: Report on Modelling. Landor Publishing, London, 1998. (summary in Traffic Engineering and Control, July/August 1998, with the full report also available from Landor)

# TRANSLATION

ÜBERSETZUNG

ÜBERSETZUNG

ÜBERSETZUNG

ÜBERSETZUNG



n Reduire la circulation. C'est la raison la plus souvent donnée pour justifier la construction d'une nouvelle autoroute ou d'un périphérique, ou pour ajouter une voie. C'est un argument auquel il est souvent difficile de répondre, à moins que vous soyez en mesure de montrer que le fait d'augmenter la capacité des routes non seulement ne résout pas le problème, mais encore augmente la circulation et la dépendance envers la voiture : en 1994, le rapport SACTRA a analysé 151 exemples à travers la Grande Bretagne, et a conclu qu'une "amélioration" moyenne du réseau fera augmenter la circulation de 10% à moyen terme et de 20% à long terme. A partir de 85 exemples supplémentaires, le rapport a observé, sur des voies qui devaient être "soulagées" par des contournements, des niveaux de circulation plus élevés de 25% par rapport aux prédictions. La circulation britannique actuelle ne pourrait pas tenir sur l'espace-temps du réseau de 1950, ce qui montre bien que le niveau d'équipement automobile actuel n'aurait pu être atteint sans 49 années de créations de routes. Le principe est le même ailleurs - faites des routes, les voitures viendront.

n C'est arrivé à beaucoup d'entre nous. Vous avez voulu mettre en place une rue sans voitures, mais on vous a prédit de manière assez convaincante que la circulation augmenterait dans les rues avoisinantes. Beaucoup de gens acceptent ces arguments, alors qu'ils sont loin d'être vrais. Dans une étude achevée l'an passé par Cairns et Cie, (étude demandée par le gouvernement britannique, voir réf. p. 22), des chercheurs ont rassemblé des données sur le niveau de la circulation à partir de plus de 100 exemples de rues, d'avenues, de ponts ou de places fermés entièrement ou partiellement à la circulation dans toute l'Europe et au-delà. 41 études de cas complètes (sur 49), ont montré que la quantité de circulation déplacée vers les rues avoisinantes était moins importante que la quantité de circulation qui disparaissait. Ainsi, dans de tels exemples, le niveau de circulation ne diminue pas seulement dans les rues "dépolluées", mais dans tout le quartier environnant. La circulation cauchemardesque qu'on annonce lorsqu'il est question de zones sans-voitures n'est qu'une chimère, c'est même le contraire (une diminution de la circulation) qui a des chances de se produire.



n Verkehrsreduktion. Das ist der beliebteste Grund der beim Bau einer neuen Straße oder Umfahrungsstraße oder beim hinzufügen einer neuen Spur angegeben wird. Dieses Argument ist oft schwierig zu widerlegen, wenn Du nicht mit überwältigenden Beweisen, die nachweisen, daß zusätzliche Straßenkapazität nur neuen, zusätzlichen Verkehr erzeugen und Autoabhängigkeiten verstärken, bewaffnet bist. 1994 analysierte der SACTRA-Report 151 Beispiele aus Großbritannien und kam zu dem Schluß, daß eine durchschnittliche Straßen "verbesserung" das Verkehrsaufkommen kurzfristig um 10 %, langfristig um 20% erhöht. Bei weiteren 85 Beispielen fand SACTRA das Verkehrsaufkommen um 25 % höher als vorhergesagt vor – auf den Straßen, die durch Umfahrungen entlastet hätten werden sollen. Der heutige Britische Verkehr würde auf dem Straßennetz von 1950 keine Platz mehr haben und die heutige Anzahl von Autos wäre ohne die letzten 49 Jahre Straßenbau unmöglich. Das Muster ist dasselbe in anderen Ländern – bau die Straße und der Verkehr kommt.

n Es ist schon so vielen von uns passiert – Du wolltest eine autofreie Straße, wurdest aber mit überzeugenden Vorhersagen von verstärktem Verkehr in den umgebenden Straßen konfrontiert. Während die meisten Leute solche Vorhersagen als Fakten akzeptieren, könnten sie nicht weiter von der Wahrheit entfernt sein. "Verkehrsauflösung" bezieht sich auf den "fehlenden Verkehr" der für den Fall einer Straßensperrung vorhergesagt wurde, aber vergaß, aufzutauchen. In einer vergangenen Jahr im Auftrag der britischen Regierung (siehe Seite 22) fertiggestellten Studie von Cairns et al., wurden Vorher-Nachher-Untersuchungen des Verkehrsaufkommen an über 100 gänzlich oder teilweise geschlossenen Straßen, Fahrstreifen, Brücken und Plätzen in ganz Europa und auch außerhalb gemacht. In 41 der 49 vollständigen Falluntersuchungen war die Menge des auf umgebende Straßen verdrängten Verkehrs geringer als die Menge des vollständig "verschwundenen" Verkehrs. In diesen Fällen fiel also das Verkehrsaufkommen nicht nur auf den von den Maßnahmen betroffenen Straßen, sondern auch in der gesamten Umgebung. Ängste vor Verkehrsalpträumen durch autofreie Zonen sind also unbegründet; in Wahrheit ist die Wahrscheinlichkeit hoch, daß das Gegenteil eintritt.



n Reducir los problemas de tráfico. Este es el argumento más utilizado para justificar la construcción de una nueva carretera o circunvalación, o para ensanchar carreteras ya existentes añadiendo nuevos carriles. Es un argumento normalmente difícil de rebatir, a no ser que cuentes con la evidencia abrumadora de que el aumento de capacidad vial no sólo no resuelve nunca el problema sino que lo agrava, incrementando el tráfico y la dependencia del automóvil. Así, en 1994 el llamado informe SACTRA (elaborado por una comisión de expertos nombrada por el Ministerio de Transportes Británico) analizó 151 ejemplos a lo largo de toda Gran Bretaña, llegando a la conclusión de que el "mejoramiento" de una carretera incrementa el tráfico por la misma en un 10% por término medio a corto plazo, y en un 20% a más largo plazo. En otros 85 casos, el informe SACTRA encontró niveles de tráfico 25% superiores a los predichos, en carreteras que supuestamente deberían haberse visto aliviadas por la construcción de nuevas circunvalaciones. El tráfico actual en Gran Bretaña simplemente no cabría en la red de carreteras de 1950, de modo que el

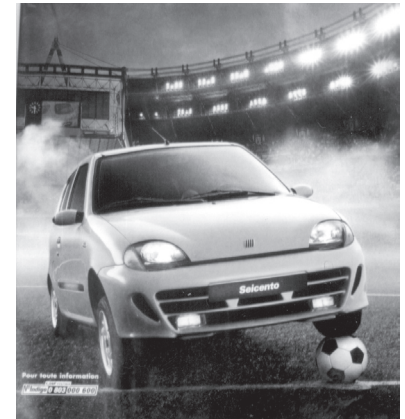
parque automovilístico actual no habría sido posible sin 49 años de continua construcción de carreteras. El esquema es el mismo en otros países: construye la carretera, y aparecerán los coches.

n Nos ha pasado a muchos de nosotros. Hemos intentado transformar una calle en peatonal pero se nos ha negado argumentando negros predicciones de congestión del tráfico en las calles de alrededor. Aunque mucha gente acepta estas predicciones como buenas, no podrían estar más lejos de la realidad. El término "Evaporación del tráfico" se refiere al "tráfico desaparecido", es decir, al aumento de tráfico que se predijo tras el cierre de una carretera, pero que al final no se materializó. En un estudio realizado el año pasado por Cairns y cols. (por encargo del gobierno Británico; ver referencia en página 22), los investigadores recopilaban los niveles de tráfico del antes y el después correspondientes a 100 ejemplos de cierres totales o parciales de carreteras, puentes y plazas, llevados a cabo en diversos puntos de Europa. En 41 de 49 casos de estudio, la cuantía del tráfico desplazado a carreteras colindantes fue inferior a la cuantía total de tráfico eliminado. Por tanto, en dichos casos los niveles de tráfico descendieron no sólo en la carretera "tratada" sino en el conjunto de la zona afectada. Así pues, los miedos a grandes problemas de circulación ocasionados por la creación de zonas peatonales no están fundados, de hecho lo esperable es justo el efecto contrario.





*"You can't imagine all that Citroën can do for you", says this ad in the company's 1998 annual report. The woman, once again, is none other than supermodel Claudia Schiffer. Oooh! Aaah!*



## Sex, Lies and Advertising

They offer fun, speed, sex appeal, freedom. But all you get is a car.

Car advertising, like any advertising, is all about image. It's about the thoughts and desires the visuals conjure up in your head, much more than it's about information on how well the car goes. Because if you can associate the name of a car with freedom, success, power, everything you want but don't have....Well, it sells.

Next time you see a car ad (or any ad) ask yourself why they have used that particular image and what messages they're trying to send you. Chances are you won't find a deep discussion on the product's actual usefulness..



Ford Fiesta. Toyota Picnic. Chrysler Voyager Toys"R"Us. Driving has never been this much fun.

But endless carefree happiness, like pearly teeth, dwells only in the glossy plastic world of advertising. Life may be hip, cool and fun zipping about in that sporty little hatchback, but little of it translates from the billboard to the traffic jam, or the eternal search for a parking spot. Those who believe happiness lies in something purchasable might just find themselves a little unsatisfied soon after their shopping sprees.

And if you want to be cool, remember the fresh, new look for this season is your own Toyota Sheep, to make you stand out from the crowd.



Feeling a little insecure about your attractiveness? Certain extremities not quite as long or large as you would like them to be? Not finding yourself overrun with potential partners, all of which could be the next super model? Maybe if you owned a car, all this would

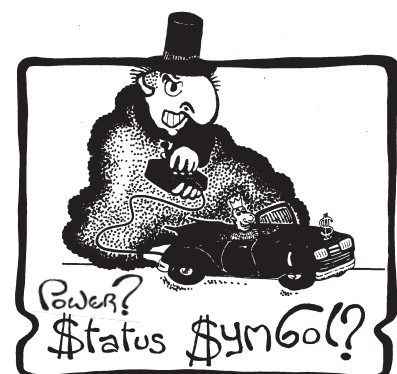
change...

Cars, macho men and beautiful women always seem to be linked in car advertising. It's not a logical thought process which says "they're sexually successful in the Ford Puma so therefore I will be." But ads play on our insecurities, and Ford Puma starts to be linked with success in our heads.

A meaningful relationship doesn't come with a new car. Even an unmeaningful one is a challenge when your appeal rests solely in the hunk of metal you're using to get around.

And no car can make you big and strong. Owning one probably means you're getting less exercise, unless it needs pushing to make it go.

Feeling important and powerful can be good for your self-esteem. It's also good for the advertising industry, which exploits it with large cars, tinted glass and sharp and sophisticated looks. If you can afford and park one, you're doing well. It will probably impress any neighbours who have also have been saving up to buy a car that will show the world they're rich—or were before buying the car.







"It's not just a car, it's your freedom," GM's ads used to say. Yet the freedom offered is limited to those who have the time and money to make the most of it. It costs US\$5,000 a year to own and maintain the average car, enough to retire 10 years earlier if this money was

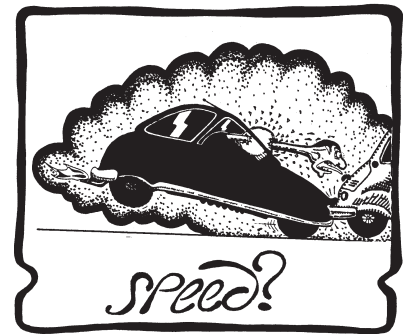
invested instead. Surely that's much closer to freedom than a car standing proud atop a conquered peak.

The sense of freedom that a car supposedly gives you is about as real as the absurd connection tobacco companies make between a healthy, sporting life full of excitement and their stinking products.

Freedom of going wherever you want to has little to do with cars. The more cities become car dependent, the more those without cars lose their freedom. The more cars search for wilderness, the less wild it becomes. If you want to go about in freedom, you had better go walking.

We don't have to stand by and let society be manipulated by car advertising. With a vote of 314 to 211, the European Parliament passed a law July 28 to ban all forms of tobacco advertising in Europe. This law's passage took years of hard work by campaigners and others. We may yet reach the day when the public looks down on the car the same way it does on cigarettes—a day when car advertising will also be banned. Contact the advertising complaint bureau in your country or stir things up locally to bring this day a little closer.

Or for more immediate and satisfying but short-term results, see page 14.



The single car, speeding effortlessly through spectacular scenery on a winding strip of beautiful black tarmac...

It has become a cliché in advertisers' efforts to make us associate their latest model with our lust for speed. Perhaps we're only enticed by speed because day-to-day reality is closer to a traffic jam. In many places, drivers can't even get close to the speed limit, let alone the scenery. Even if car manufacturers were able to offer us speed, instead of just a car, it would be a little like McDonald's sundaes—something we want but don't need, something certainly not good for us.

At 32 km/h, a pedestrian has a 95 percent chance of surviving being hit by a car. At 64 km/h this chance drops to 15 percent.

## Français

Les publicitaires vendent des images, pas des produits. Si l'on développe sa pensée critique, si l'on apprend à séparer l'image du produit lui-même, on peut sans doute devenir moins sensible à la pub, et redevenir des êtres humains, non plus seulement des consommateurs. En jouant sur les sentiments d'insécurité ou de désir de la population, la pub pour les voitures s'en tient d'habitude à quelques thèmes principaux : érotisme/machisme, être fun/être cool, situation sociale, vitesse et liberté.

En fait, de telles associations d'idées ne veulent pas dire grand chose. Les gens ne choisissent pas leur partenaire d'après le bidule en métal dans lequel ils se déplacent. Passer du temps dans la circulation n'est pas drôle, et si vous vous pouvez vous offrir la voiture qui vous donnera l'air riche, vous ne serez sans doute plus riche après. La vitesse tue, et d'ailleurs les embouteillages ont tendance à empêcher tout le monde de dépasser la limitation de vitesse. Si les Américains investissaient les 5000 \$ annuels qu'ils dépensent pour acheter et entretenir leur voiture, ils pourraient prendre leur retraite dix ans plus tôt, et être plus libres. Quand on apprend à lire entre les lignes des pubs pour voitures, on s'aperçoit que la voiture ne propose rien d'autre qu'une manière polluante, encombrante et inefficace de se déplacer.

## Deutsch

Werbung verkauft Bilder, nicht Produkte. Kritisches Denken und das Bild vom tatsächlichen Produkt trennen zu lernen kann die Rezeption von Werbung reduzieren – und uns zu Menschen anstatt zu Käufern machen. Mit den Unsicherheiten und Wünschen der Bevölkerung spielend, beschränkt sich die Autowerbung meistens auf einige Hauptthemen: Sexy/Macho sein, Spaß/Coolness, besserer gesellschaftlicher Status, Geschwindigkeit und Freiheit.

In Wahrheit geben diese Assoziationen und Behauptungen nicht viel her. Menschen suchen ihre Partner nicht nach den Metallbrocken, die sie herumfahren, aus. Viel Zeit im Verkehr zu verbringen ist kein Spaß. Wenn man sich ein Auto leisten kann, das einen reich erscheinen läßt, ist man es wahrscheinlich nicht mehr. Geschwindigkeit tötet und dahinkriechender Stadtverkehr läßt Dich sowieso das Geschwindigkeitslimit nicht übertreten. Würden die 5.000 US\$, die pro Jahr für das Besitzen und Erhalten eines Autos ausgegeben werden angelegt, könnte man 10 Jahre früher in den Ruhestand treten und wäre viel freier.

Wenn man einmal die Mythen durchschaut hat, bleibt nicht mehr viel von den Autowerbungen – außer eine umweltverschmutzende, stauverursachende und ineffektive Art, sich fortzubewegen.

## Español

Los anunciantes venden imágenes, no productos. De modo que aprender a pensar de forma crítica y lograr separar la imagen del producto puede disminuir la susceptibilidad a la publicidad – convirtiéndonos en personas, no meros consumidores.

Jugando con los deseos e inseguridades de la gente, la publicidad del automóvil tiende a ajustarse a unos cuantos patrones recurrentes: sexualidad/machismo, diversión/placer, elevación del estatus social, velocidad y libertad.

En realidad estas asociaciones de ideas no valen mucho. La gente no escoge su pareja en función del pedazo de metal que va conduciendo por ahí. Tirarse un montón de tiempo dentro de un coche en el atasco no tiene nada de divertido. Si puedes comprarte un coche caro que te haga parecer rico, probablemente dejarás de serlo. La velocidad mata, y la desesperante circulación urbana normalmente impide saltarte los límites de velocidad. Si invirtieras en otra cosa los \$5,000 al año que cuesta poseer y mantener un coche, te podrías retirar 10 años antes y vivirías mucho más libre.

Una vez superados los mitos poca cosa más queda de los anuncios de coches, excepto un modo contaminante, generador de atascos e ineficiente de desplazarse.



### The Real Cost of Petrol

The International Center for Technology Assessment reports that petrol costs the U.S. economy between \$1.23 to \$3.33 per litre. (The retail price in the U.S. is now around \$0.22/litre.)

The externalized costs include direct pollution and pollution clean-up, costs involved in oil shipment, industry tax breaks, and military protection of oil supplies. More than 40 externalities were examined, concluding that the U.S. spends between \$558.7 billion and \$1.69 trillion per year to support the production of petrol.

Environmental, health and social costs are the hardest to quantify, the report stated. These costs, however, appear to represent "the largest portion of the externalized price Americans pay for their gasoline reliance."

"The Real Price of Gasoline: Report No. 3: An Analysis of the Hidden External Costs Consumers Pay to Fuel Their Automobiles" is available from the International Center for Technology Assessment, 310 D St., NE, Washington, DC 20002, USA; web: <[www.icta.org](http://www.icta.org)>.

### One Third of Children in Traffic Accidents Develop Stress Disorder

In a study of 119 children involved in road traffic accidents, Dr. Paul Stallard and colleagues from the Royal United Hospital in Bath found one third to be suffering from post-traumatic stress disorder.

Published in the British Medical Journal of December 12, the study revealed that young people displayed symptoms including sleep disturbance and nightmares, separation anxiety, difficulties in concentration, intrusive thoughts, difficulties in talking to parents and friends, mood disturbance, deterioration in academic performance, specific fears and accident related play.

Psychological services for children involved in road traffic accidents

are not at present provided in a comprehensive or routine way, say Stallard et al., concluding that the psychological needs of these children remain largely unrecognised.

"Prospective Study of Post-Traumatic Stress Disorder in Children Involved in Road Traffic Accidents" can be found at <[www.bmj.com/cgi/content/full/317/7173/1619](http://www.bmj.com/cgi/content/full/317/7173/1619)>, or see BMJ Volume 317, December 12, 1998, pp. 1619-23.

- Peter Jacobsen

<[JACOBSENP@delphi.com](mailto:JACOBSENP@delphi.com)>

### Daily Car Run Found Bad for Child's Health

Children who are driven to school risk growing up with heart disease and brittle bones, according to a British report published in September.

The report, by researchers at the Institute of Child Health, is based on an analysis of published data on school travel during the past 20 years. It aims to shock parents into realising the harm they are doing their children with the daily school run.

Most children in primary school still walk to school, but the proportion has fallen from 72 percent in the mid-1970s to 59 percent today. The main factors influencing the decline appear to be rising car ownership and parents' fears of molestation, abduction and traffic accidents.

At present 82 percent of 5- to 10-year-olds from households without cars walk to school, compared with 52 percent of those part of households with two or more cars.

The daily walk to school represents 41 percent of the average distance walked by all children annually, making it a vital component of physical activity at a time of rising obesity among British children.

The patterns of adult physical activity are known to be established in childhood, and those who are physically active when young are likely to persist with sports and other exercise into adult life.

"The School Run: Blessing or Blight?" is available for £15 from The Pedestrians' Association, 126 Aldersgate Street, London EC1A 4JQ.

- Ian Murray

### New Highways Don't Boost the Economy

"Highway infrastructure contributes little to state or national productivity," says Professor Marlon Boarnet of the University of California's Urban and Regional Planning Program. "Yet the idea that highways enhance economic health is common in the policy and planning communities."

Part of the reason for the disconnect, Boarnet argues, is because when growth occurs along a highway, people fail to realise some of that activity shifted from elsewhere.

The notion that highway projects create winners and losers has big potential implications for transport policy. Boarnet suggests that a greater proportion of the costs of new highways should come from the areas that supposedly benefit from the roads. Such a policy could make funding alternative transport more attractive to residents than the idea of paying for a new road.

For a list of Boarnet's publications, see <[www.seweb.uci.edu/faculty/boarnet.htm](http://www.seweb.uci.edu/faculty/boarnet.htm)> or contact Car Busters.

### Real Estate Investors Warned to Avoid Sprawl

A new report for real estate investors condemns sprawl and lower-density development, urging investors to turn to mixed use, walkable centres.

"Suburbs struggle because they have let developers run amok, oblivious to traffic growth, sewer system capacity or even recreational needs," the report warns. "Increasingly, better suburban centers are starting to look like smaller versions of traditional cities, featuring attractive neighbourhoods, easily accessible retail and office districts, and mass transit alternatives to the car."

The report, "Emerging Trends for Real Estate 1999," offers a striking prediction for big car-park-surrounded shopping centres. In 1993, the authors predicted 15 to 20 percent of the regional shopping centres open in 1990 would be dead by 2000. Now they believe that number may even be higher. The reason: overbuilding at first, and now the unforeseen impact of electronic commerce.

"Emerging Trends" is on the web at <[www.lendleaserei.com](http://www.lendleaserei.com)>.

- Tri-State Transp. Campaign

## Contact addresses

# Transport Publications

Some of the many publications sprouting away in the transport world

## Magazines and Newsletters

Transport and Environment Bulletin »öù  
Bulletin of the Brussels-based lobby group;  
Bd. de Waterloo 34  
1000 Brussels, Belgium  
tel: +(32) 2-502-9909  
fax: +(32) 2-502-9908  
e-mail: t+e@arcadis.be

World Transport Policy & Practice »  
High-quality scientific journal with a firm commitment to sustainable transport.  
Ecologica Ltd., 53 Derwent Rd.  
Lancaster, LA1 3ES, U.K.  
tel: +(44) 1524-63175  
fax: +(44) 1524-848340  
e-mail: pascal@gm.apc.org  
subscription: £50/year (four issues)

Sustainable Transport »  
Transport issues from across the world, with a focus on the "third world".  
Institute for Transportation and Development Policy  
115 W. 30<sup>th</sup> Street, Suite 1205  
New York, NY 10001  
e-mail: mobility@igc.apc.org  
web: www.itdp.org

TransMission »  
Transportation, culture and ecology; for activists and analysts alike.  
761 Queen Street W., Suite 101  
Toronto, Ontario, M6G 1G1, Canada  
e-mail: detour@web.net  
web: <www.web.net/~detour>  
subscription: \$10/year (two issues)

Bike Culture Quarterly »ù  
Everything about bicycles.  
Open Road Mail Order  
Unit 1, East Riding Business Park  
Annie Reed Road, Beverley  
East Yorkshire, HU17 0LF, U.K.  
e-mail: openroad@nite-direct.demon.co.uk  
subscription: contact for prices for your country; distributors throughout Europe, Australia, N. America

Network News »(öù)  
Compilation of bike-related press clippings from around the world; mostly in English.  
Bicycle Network  
P.O. Box 8194  
Philadelphia, PA 19101, USA  
subscription: \$25  
(plus \$7 for postage overseas)  
Léleget

Levelcm, 1465 Budapest, Pf.1676  
e-mail: klari@levego.zpok.hu  
web: www.c3.hu/~levego

Vélocité ö  
Magazine pour des cyclistes en ville.  
4 rue Brûlée, 67000 Strasbourg, France  
tel: +(33) 3-88-75-71-90  
fax: +(33) 3-88-22-56-07  
e-mail: FUBICY@sdv.fr  
subscription: 20 FF/issue (5 issues/year)

Bulletin du Transport Durable ö  
Sustainable Transport Bulletin »  
Centre pour un Transport Durable,  
15 rue Borden, Toronto, Ontario  
Canada, M5S 2M8  
tel: +(416) 923-9970  
fax: +(416) 923-6531  
e-mail: cstctd@web.net

London Cyclist »  
Self-explanatory!  
London Cycling Campaign  
228 Great Guildford Business Square  
30 Great Guildford Street  
London, SE1 OHS  
tel: +(44) 171-928-7220  
fax: +(44) 171-928-2318  
e-mail: erin@gill.u-net.com  
subscription: £19.50/year;  
£8.50 if unwaged.

Der Rabe Ralf ü  
Prenzlauer Allee 230  
10405 Berlin  
tel: (030) 44 33 91-47  
Abonnement 20 DM

Auto-Free Times »  
American anti-car magazine  
P.O. Box 4347  
Arcata, CA 95518, USA  
tel: +(707) 826-7775  
fax: +(707) 822-7007  
e-mail: alliance@tidepool.com

Rainbow Keepers 2  
(in French or English)  
Centre pour un Transport Durable  
15 rue Borden, Toronto, Ontario  
Canada M5S 2M8  
tel: +(416) 923-9970  
fax: +(416) 923-6531  
e-mail: cstctd@web.net

## Language Key

» English  
ö French  
Hungarian  
2 Russian  
ù German

## Books and Other Publications

The Environmental

»  
Impact of the Car

La Voiture:

ö  
Impacts sur L'Environnement  
Greenpeace's comprehensive booklet of facts, from manufacture to use.  
Greenpeace International  
Keizersgracht 176  
1016 DW Amsterdam, Netherlands

Detour Catalogue »  
Mail-order catalogue of publications on transport issues, most in English.  
Detour Publications  
c/o Transportation Options  
761 Queen Street West, Suite 101  
Toronto ON, M6J 1G1, Canada  
e-mail: detour@web.net  
web: www.web.net/~detour

Beyond the Car »  
Essays on car culture by leading car-free thinkers from across the world.  
Available through the Detour Catalogue (see above).  
US\$14.95

Blueprints for »  
Sustainable Transport  
in Central and Eastern Europe  
Comprehensive report by the CEE Bankwatch Network, in English.  
contact: Pavel Pribyl, Hnutí Duha, Lublanska 18, Praha 2, 120 00, Czech Republic.  
tel/fax: 42-2-296-048

Roads and Economy »  
A 1996 scientific study of the links between roads and the economy.  
Transport and Environment  
Bd. de Waterloo 34  
1000 Brussels, Belgium  
tel: +(32) 2-502-9909  
fax: +(32) 2-502-9908  
e-mail: t+e@arcadis.be

Global Street Party »  
Don't reinvent the wheel! The lessons from the Birmingham G8 street party.  
London RTS  
PO Box 9656  
London N4 4JY, U.K.  
tel: +(44) 171-281-4621  
rts@gm.apc.org



# Announcements

Annonces • Anzeigen • Anuncios



## March 10 Day of Action Against Exxon-Mobil

Mark your calendars because you're invited to join Friends of the Earth groups March 10 in a day of action against this oil company for its role in opposing global reductions in greenhouse-gas emissions.

"Exxon-Mobil and the oil industry are blocking progress on the combat against catastrophic climate change," is the message.

FOE U.K. will be preparing material for your information: 26-28 Underwood St., London, N1 7JQ; tel: +(44) 171-490-1555; fax: +(44) 171-490-0881; <sus-dev@foe.co.uk>.

## International Transport Action Day: March 27

This is a call to all transport activists: on March 27, two days before the European Union Transport Ministers meet in Germany, an international transport action day will be organised by A SEED Europe.

Fax actions, bike demos, adbusting, anything is possible. It will be a perfect opportunity to bring the wonderful Car Busters action tips into practice. You can choose your own transport issue, whether it's local, regional, national or international. Around mid-February, A SEED will bring out an action pack with ideas, possible targets, funding possibilities, etcetera. So far groups from Romania, Portugal, Germany, France, Britain and The Netherlands will take part. Please let us know if you're interested, too!

- Frank van Schaik

## Velo-City '99

From April 13-16, the Velo-City International Cycle Planning Conference will come to Graz, Austria. For more information, contact: Semaco ges.m.b.H, Firmianstrasse 3, A-5020 Salzburg; fax: +(43) 662 826 8784; web: <kamen.uni.mb.si/velo-city99>.

## Ecotopia Bike Tour

Every year some participants to European Youth for Action's annual Ecotopia gathering (August 1-15) arrive by bicycle instead of train or bus (almost no one drives). One leg of this year's route to Romania leaves from Amsterdam June 8 and the other from Vilnius June 26, merging in Vienna.

Contact Antje Moltz in German, English or French at Egerlaenderstr. 35, 86179 Augsburg, Germany; or at<antje\_molz@bigfoot.de>.

## Come to Foggy 'Frisco

Cyclists in San Francisco invite you to visit for July and August to celebrate the bicycle and push for better transport policies in the city. "Bike Summer '99" will centre around July's Critical Mass ride, and also include art exhibits, daily rides, camping trips, films, teach-ins, strategy workshops, activist training, street theatre and more.

Contact the San Francisco Bicycle Coalition at 1095 Market St., Ste. 215, San Francisco, CA 94103, USA; web: <www.sfbike.org/bikesummer/>.

## The End of Their World is Nigh

June 18 will kick off the next meeting of the G8, the great believers in "free trade" and "growth." It also marks the day when "resistance will be as transnational as capital." People around the world will be holding demonstrations, shut-downs, parties, hacktivism and more, protesting globalised corporate power.

To get involved, spread the word, print leaflets and join the email discussion at <J18discussion@gn.apc.org>. Choose your favourite transnational company, bank or investment fund, dream up amazing actions, and do it.

## Pour les Francophones...

Contact-Paniqu' est une revue culturelle et écologiste qui aborde des sujets aussi varié que l'art, l'écouféminisme, la musique, le rapport à la nature ou l'idée que l'on s'en fait et un article d'une dizaine de pages sur les luttes contre la construction routière en angleterre. À commander contre 28 francs port compris - 13\$ canadiens ou 9\$ en economique, 8 FS, 200 FB, à : Projet Contact-Paniqu', c/o Maison de l'écologie, 4 rue Bodin, F-69001 Lyon. (Pour les pays autre que la france payez en liquide.)

# Bust-

## Announcements

### Web Site

Car Busters has finally submitted to peer pressure and gotten itself a web site. This will enable us to make available resources from our centre, full translations of articles and other magazine extracts, contact info for local groups, internet listserves, web links, etc. At present only three languages (French, English and Esperanto) contain more than the general introduction - we need your help to expand the other languages (which we in Lyon don't speak). Located in cyberspace at <www.antenna.nl/eyfa/cb>.

### Living Car-Free

At the suggestion of one of our readers, we are considering running an article on tips for living car-free. So we need your words of wisdom on how you do the shopping, get the kids to school and impress the neighbours, without a car. Please get us your ideas by March 15.

### Leaflet

The official Car Busters leaflet is now available in five languages: German, Esperanto, French, English and Swedish. It contains an intro to the magazine and resource centre. If you are interested in letting people know about Car Busters at actions, festivals or environment centres in your country, contact us and we'll happily send you an original (to copy) and mushy words of thanks.

### Concrete Action

Concrete Action, the newsletter of A SEED Europe's transport campaign, has not been publishing over the last year. But now it will become a four-page section of Car Busters, beginning with issue #5. This section will focus on inter-city highway schemes such as the Trans-European Networks. A SEED stands for Action for Solidarity, Equity, Environment and Development, and their transport campaign focusses on long distance transport.

# MATE Project

Getting mad at so much public and private money being spent on mega-infrastructure? Worrying about the social and environmental effects of transport? Then why not link up and join hundreds of other groups who will be part of the MATE map?

As part of its Transport campaign, A SEED Europe want to put both the Europe-wide road plans and the resistance together on a big map of Europe, the MATE: the Map of Activities on Transport in Europe (known to some as TAME as well...).

The MATE map will show the current state of European international infrastructure, both under construction as well as planned. It will also show all possible varieties of resistance against these infrastructure projects. The MATE will appear both on paper and the web at <[www.antenna.nl/aseed](http://www.antenna.nl/aseed)>, and will be regularly updated.

The MATE map will function as a "mate" to help transport activists in their work. Contained in the accompanying booklet will be information on who to contact about which issue, be it on tips for building tree camps or on the latest info from the European Commission in Brussels. And it will show the wide resistance, which needs to get wider and wider if we don't want to lose a lot more than we've already lost.

To gather information on this in a structured way, A SEED has made a questionnaire which you'll find with this Car Busters (if you're in Europe). If you feel that you (or your group) should be included on the MATE, or you would like to be a contact for your region, we ask you to fill in the form and send it back as soon as possible, in time for the map's launch in May. n

- Frank van Schaik, A SEED Europe

# Goutte d'Eau

La Goutte d'Eau, the long-running campaign to save the Aspe Valley in the Pyrennees from the E7 motorway, will hold another of its famed action weekends from May 22 to 23. The "Goutte," a squatted former railway station, has good news for the moment: There's no pending eviction, so the action weekend will be a festive occasion. Actions will demand an end to work on the E7 and a reopening of the Oloron/Canfranc rail line. n

Contact La Goutte d'Eau at 64490 Cette-Eygun; tel: +(33) 5-59-34-78-83; fax: +(33) 5-59-34-53-18.



# Lithuanian

The eleventh annual Lithuanian cycling tour will be happening from July 16 to 25 this year. The tour aims to promote bicycle transport and tourism, and raise public awareness about environmental issues and Lithuanian cultural heritage. Participation is free, though any financial or organisational support is welcome. n

For more information, contact Saulius Ruzinskas, Zvejone Environmental Club, Taikos pr. 42-3, LT-5802 Klaipeda, Lithuania; tel/fax: + (370-6) 380650; web: <[www1.omnitel.net/zvejone/dvirinfo/](http://www1.omnitel.net/zvejone/dvirinfo/)>.

# German

A cabin camp is currently blocking construction of the A17 through Zschonergrund Valley near Dresden, Germany. Throughout February and March the camp will be holding resistance-weeks with music, theater, cinema, and a Reclaim the Streets party.

May 21 to 24 will see a temporary camp on the proposed route of the A20, in northeast Germany. It will focus on talking about and practising direct action, informing locals, doing press work, tree-climbing, and potentially motivating people to think about setting up a longer term camp. n

For information and directions for both camps, contact JUP Lübeck, Willy-Brandt-Allee 9, 23554 Lübeck; tel/fax: +(49) 451-7070646; e-mail: <[m.karich@link-dd.cl.sub.de](mailto:m.karich@link-dd.cl.sub.de)>.

The items on this page are all available direct from Car Busters.  
You can use the form on the page opposite (or your own) to order.

Early Spring 1999 Car Busters



### "Towards Car-Free Cities" Conference Proceedings

These proceedings are both an account of this international gathering that launched Car Busters and a manual for anyone planning a similar event.

You will find info on topics as diverse as running a tripod workshop to conference logistics. There is no better teacher than experience, and in these 40 pages you will find information and advice gleaned from the experiences of the organising team.

Available free by e-mail (Word 6.0 attachment) or 7 Ecos by post.

### "Free the Streets" Reader

This 68-page A4-sized publication was produced during the "Towards Car-Free Cities" conference set-up. It's filled with articles, ideas, poorly reproduced photos, and contacts for car-free activism in Europe. Ten Ecos by post.

### Family Mouse Meets The End of the Road

The illustrated children's book "Family Mouse Behind the Wheel" teaches children at a young age the problems of car culture with a healthy dose of anthropomorphism and a smattering of English text.

The classic "The End of the Road: From World Car Crisis to Sustainable Transportation," however, requires one's full attention, being 300 pages of solid information analysing today's predicament and offering a range of solutions.

Each available for 20 Ecos.

### Lyon Conference Video

This video documents the work and actions of the conference "Towards Car-Free Cities" in a punchy 36-minute format. The video can be used to introduce others to the issue, or to inspire groups already involved.

Available at cost for 15 Ecos. Note: It's in the European "PAL" format.

### Direct Action Manual

Written last year by an Earth First! Journal co-editor, it's a 152-page almost comprehensive guide to direct-action tactics developed by Earth First! and other movements around the world. Includes lots of useful diagrams and illustrations. Get it for 14 Ecos.

### Bicycle Stickers

These glossy stickers go along the length of your bicycle frame, and can be ordered from Car Busters.

Please send 1 Eco for each, and order at least five total:

- A. One Less Car
- B. Une Auto de Moins
- C. Ein Auto Weniger
- D. Un Coche Menos
- E. Thank You for Not Driving
- F. Defense de Conduire

### Car "Cancer" Stickers

Big, hard-to-remove "cancer warning" stickers for cars (in French or English; 10 Ecos for 25 stickers.)

G. English Version:

Warning: This vehicle emits carbon dioxide, carbon monoxide, nitrogen oxides, sulphur dioxide, hydrocarbons, benzene, methane, aldehydes and VOCs. Causes respiratory disease, cancer, death and ecocide. Especially Harmful to Other Species and Children.

H. French Version:

Attention: Ce véhicule émet du dioxyde de carbone...



Actual size

### Stickers for Selfishly Parked Cars

Fight back against cars parked on pavements (sidewalks). Stick these "international" mini-stickers on obstructing cars to remind the owners that pavements are for people.

Send 2 ecos for 25 stickers (I.).

### "Road Raging"

The road-fighter's bible, including experiences from the Twyford Down and Newbury campaigns, and practical tips on everything from press releases to building tree camps. Published by Road Alret!

Available for 10 Ecos. (See book review in Car Busters 1.)

### Discount Climbing Gear

Activists in Europe can now obtain discount climbing gear, wire cutters, batteries and other direct-action supplies all in one place, via mail order. Send Car Busters a couple Ecos and we'll send you the latest six-page Acme Tat Supplies Catalogue, or find it free on our web site.

### Graphics Booklet

The graphics booklet brings together all the best transport-related graphics on file at Car Busters, including information on how to produce attractive posters and fliers. The booklet provides graphics that can be reproduced freely (for non-profit purposes) by local groups for their fliers, posters and any other published materials. The booklet features graphics by Ken Avidor, David Jeanneret, Andy Singer, Raoul Anvélaüt and others.

10 Ecos Europe (plus 2 Ecos postage for those outside Europe)

### Lost in Concrete

Lost in Concrete, an "activist guide to European transport policies," gives you a thorough look at the Trans-European Networks road schemes. It contains TENs history, who's lobbying for them, their potential effects on health, culture, jobs and regional economies, and their alternatives. Also included is lots of general transport information, such as facts on air pollution, climate change and time pollution.

Available for 3 Ecos.

### La Liberté de Circuler

Publié en 1991 par Colin Ward sous le titre "Freedom to Go: After the Motor Age", ce livre explore la question de la "libre circulation" dans une perspective eco-anarchiste. Cette version française, sous-titrée "Pour en finir avec le mythe de l'automobile", a été publiée à Lyon en 1993.

Disponible à 25 Ecos.





# CAR Bust-Subscriptions

## English

à Thanks for your interest in subscribing to Car Busters and (hopefully) getting active to reclaim your city from the car. Subscriptions cost 24 "Ecos" per year, translated into your country's currency at right. What are Ecos, you ask? If you're curious, see the explanation below right. We accept cash in all major currencies, plus cheques in US\$, FF, £, NLG, Euros and DM. We also accept international postal money orders, in francs only. If you must send any kind of cheque or postal order that charges us for currency conversion, please add 15 percent.

## Français

à Merci de vous abonner et d'aider à débarrasser votre ville de la voiture. Voyez la troisième colonne à droite pour le prix pour votre pays (82 FF en France, 500 francs en Belgique, 22 francs en Suisse et \$19,20 au Canada). Nous acceptons des chèques français, anglais, américains, hollandais, et allemands, et des mandats postaux internationaux en francs français - et de l'argent liquide de tout les pays. Si vous devez envoyer un chèque d'un autre pays, ajoutez 15% pour les frais de change.

## Deutsch

à Danke für Dein Interesse an einem Car Busters-Abo und (hoffentlich) Dein Engagement beim zurückgewinnen der Deiner Stadt von den Autos. Ein Abo kostet 24 "Eco" pro Jahr (Umrechnung in die Währung Deines Landes siehe Tabelle). Was ein Eco ist? Rechts unten gibt es eine Erklärung. Wir akzeptieren Bargeld in allen wichtigen Währungen sowie Schecks ins US\$, FF, £, NLG, Euros und DM. Wir akzeptieren auch Internationale Postanweisungen, aber nur in FF. Wenn Du einen Scheck oder eine Postanweisung schicken MUSST, bei der uns für den Währungs-Umtausch etwas verrechnet wird, addiere zum Abo-Preis bitte 15%.

## Español

à Gracias por tu interés en suscribirte a Car Burster y (ojalá) por movilizarte para rescatar tu ciudad de los coches. Las suscripciones cuestan 24 "Ecos" al año, traducidos a la moneda de tu país a la derecha. ¿Qué son los Ecos, preguntas? Si te interesa lee la explicación abajo a la derecha. Aceptamos dinero en todas las monedas principales, además de cheques en dólares USA, FF, £, NLG, Euros y Marcos alemanes. También aceptamos dinero postal en francos solamente. Si mandas cualquier tipo de cheque que nos suponga un gasto de cambio de divisa, por favor añade un 15 % más.

## Country

## 1 Eco

## Subscription

Albania	21 Lek	504 Lek
Austria	7 Schillings	168 Schillings
Australia	1.2 Dollars	28.8 Dollars
Belgium	21 Francs	500 Francs
Belarus	8,460 Rubels	203,040 Rubels
Bulgaria	100 Leva	2,400 Leva
Canada	0.8 Dollars	19.2 Dollars
Croatia	1 Kuna	24 Kuna
Czech Rep.	6 Koruna	144 Koruna
Denmark	3.8 Kroner	91.2 Kroner
Estonia	3.6 Kroons	86.4 Kroons
Finland	3 Marks	72 Marks
France	3.4 Francs	82 Francs
Germany	1 Mark	24 Marks
Greece	150 Drachme	3,600 Drachme
Hungary	36 Forint	864 Forint
Ireland	0.35 Pounds	8.4 Pounds
Italy	1,000 Lira	24,000 Lira
Latvia	0.09 Lats	2.16 Lats
Lithuania	0.5 Litas	12 Litas
Luxembourg	21 Francs	504 Francs
Macedonia	9 Denar	216 Denar
Malta	0.2 Lira	4.8 Lira
Netherlands	1.1 Guilders	26.4 Guilders
Norway	4.4 Kroner	105 Kroner
Poland	0.8 Zloty	19.2 Zloty
Portugal	70 Escudos	1,680 Escudos
Romania	895 Lei	21,480 Lei
Russia	2.6 Rubels	62.4 Rubels
Slovakia	6.3 Koren	151.2 Koren
Slovenia	47 Tolar	1,128 Tolar
Spain	70 Pesetas	1,680 Pesetas
Sweden	5 Kroner	120 Kroner
Switzerland	0.9 Francs	21.6 Francs
Turkey	93,050 Lira	2,233,200 Lira
Ukraine	0.32 Hryvnya	7.7 Hryvnya
U.K.	0.38 Pounds	9 Pounds
USA	0.7 Dollars	17.5 Dollars
Yugoslavia	1 Dinar	24 Dinar

**Help support Car Busters and subscribe!  
A car-free future just might be worth living for.**

**Y**es, here's all the money I saved by not buying a car. I look forward to receiving the quarterly Car Busters magazine and/or the items specified below.

- ☐ I'm enclosing \_\_\_\_\_ for a one-year subscription (82 Ff, \$17.50, £9, 24 DM or...).
- ☐ I'm enclosing \_\_\_\_\_ for the following materials (bike stickers, books, etc.): \_\_\_\_\_

- ☐ I'm enclosing a donation of \_\_\_\_\_ because I've moved beyond materialism.
- ☐ I want to receive the monthly bulletin, so here's my e-mail address (written clearly): \_\_\_\_\_

Name: \_\_\_\_\_

Group, if any: \_\_\_\_\_

Address: \_\_\_\_\_

Please make cheques payable to Car Busters, 44 rue Burdeau, 69001 Lyon, France.  
We now have an address for US\$ subscriptions/orders only: Car Busters, P.O. Box 10141, Berkeley, CA 94709, USA

## Ecos?

Ecos try to balance the differences in value among various currencies in Europe, based on living costs in each country. This way, things cost roughly the same to everyone, regardless of the "strength" of your country's currency. With Ecos, you still use your country's currency. See the middle column in the chart (above) to find the value of an Eco in your country.